Corporation Yard Project
Initial Study/Proposed Mitigated Negative Declaration

Prepared for:

Sacramento Area Flood Control Agency

September 2023

Prepared by:

GEI Consultants

Consulting Engineers and Scientists

SAFCA

Corporation Yard Project Initial Study/Proposed Mitigated Negative Declaration

Prepared for:

Sacramento Area Flood Control Agency
1325 J Street, Suite 1700
Sacramento, CA 95814

Contact:

Dan Tibbitts
Sacramento Area Flood Control Agency
Project Manager
(916) 874-7606

William Mattos
Reclamation District 537
President
(916) 531-1080

Prepared by:

GEI Consultants, Inc.
2868 Prospect Park Drive, Suite 400
Sacramento, CA 95670

Contact:

Erick Cooke
Project Manager
(916) 912-4934

September 11, 2023

Project No. 2004743

Sacramento Area Flood Control Agency

Date: September 11, 2023
To: Responsible and Trustee Agencies and the Public
From: Sacramento Area Flood Control Agency
Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the Corporation Yard Project

Enclosed for your review is an Initial Study and proposed Mitigated Negative Declaration (IS/MND) evaluating the potential environmental effects of the proposed Corporation Yard Project (proposed project), which is located in the Lower Elkhorn Basin approximately 1 mile north of West Sacramento in Yolo County, within the Sacramento West U.S. Geological Survey (USGS) 7.5-minute quadrangle. The Sacramento Area Flood Control Agency (SAFCA), as lead agency for the proposed project, has prepared this IS/MND in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

SAFCA proposes to provide a benefit to the flood control system by constructing a Corporation Yard to be used by Reclamation District (RD) 537 in the operation and maintenance of its levee system. The proposed project includes construction of a 6,000 square foot Corporation Yard building on top of the existing Corrective Action Management Unit (CAMU) near the closed Old Bryte Landfill in Yolo County, as well as site improvements to help manage the capture and conveyance of storm water collected at the project site. The project site is owned by SAFCA, which is responsible for the protection and management of the CAMU, and would be leased to RD 537. The Corporation Yard building would be used to house RD 537 equipment and office space for levee and drainage maintenance activities. Project site improvements include construction of an access ramp, concrete curb around the top deck (term used for the flat top area of the CAMU) of the project site, drop inlets and down chutes to help with stormwater conveyance, and excavation throughout the existing drainage channel to help with the conveyance of additional stormwater runoff into the basin's drainage system. SAFCA would install a culvert along the new access ramp to facilitate stormwater conveyance to the basin's interior drainage system and would construct a land bridge at the southwest corner of the project site to connect the project site top deck to the existing RD 537 levee. In addition, the proposed project would install an aboveground water tank for fire suppression and a new groundwater well to supply water for municipal uses and fire suppression. The proposed project would be designed consistent with California Code of Regulations (CCR) Title 27 and Title 22, Section 66264.552, and the California Department of Toxic Substances Control's *Proven Technologies and Remedies Guidance for Remediation of Metals in Soil* to maintain the CAMU to prevent the release of the encapsulated waste and protect human health and the environment. The IS/MND identifies potentially significant impacts related to the proposed project. All potentially significant impacts are reduced to less-than-significant levels with implementation of mitigation measures identified in the Initial Study.

The IS/MND is being circulated for public review and comment for a 30-day period beginning on September 11, 2023 and ending on October 10, 2023. The IS/MND may be reviewed at SAFCA's Web site, www.safca.org/Protection/Environmental_Public_Review.html or at its office at 1325 J Street, Suite 1700, Sacramento, CA 95814. The document is also available for review at the Arthur F. Turner Community Library, 1212 Merkley Avenue, West Sacramento, CA 95691.

Please send written comments on the IS/MND to Dan Tibbitts, Sacramento Area Flood Control Agency, 1325 J Street, Suite 1700, Sacramento, CA 95814, or by fax to (916) 874-8289. Comments may also be sent via e-mail to SAFCAReview@saccounty.gov. For e-mailed comments, please include the project title in the subject line, attach comments in MS Word format, and include the commenter's name and U.S. Postal Service mailing address. All comments must be received by SAFCA by 5 p.m. on October 10, 2023.

The SAFCA Board of Directors intends to consider adoption of the Mitigated Negative Declaration at its regularly scheduled board meeting on October 19, 2023 at 3:00 p.m., to be held at the Sacramento County Board of Supervisors' Chambers located at 700 H Street, Sacramento, CA 95814. This meeting will be open to the public.

PROPOSED
MITIGATED NEGATIVE DECLARATION

Project	**Corporation Yard Project**
Lead Agency:	**Sacramento Area Flood Control Agency**

PROJECT DESCRIPTION

The proposed Corporation Yard Project (proposed project) would involve construction by SAFCA of a 6,000-square-foot Corporation Yard building on top of the existing Corrective Action Management Unit (CAMU) that is near the closed Old Bryte Landfill in Yolo County. The project site is owned by SAFCA and would be leased to Reclamation District (RD) 537. The proposed project would include site improvements to help manage the capture and conveyance of storm water collected at the project site. The Corporation Yard building would be used to house RD 537 equipment and office space for levee and drainage maintenance activities. Project site improvements include construction of an access ramp, asphaltic concrete surfacing of the top deck of the CAMU, concrete curb around the top deck of the project site, drop inlets and down chutes to provide stormwater conveyance, and excavation throughout the existing drainage channel to help with the conveyance of additional water flows. A new groundwater well would be installed to suppl the site with water for the bathroom in the Corporation Yard building and for storage in an onsite water storage tank for fire suppression. SAFCA also would install a culvert along the new access ramp to facilitate stormwater capture onsite and a land bridge at the southwest corner of the project site to connect the top deck to the existing road leading to the RD 537 levee. Construction of the proposed project would occur during one construction season starting in 2024 and last approximately 190 days. The proposed project does not include RD 537's operation and maintenance activities of the levees and drainages in their jurisdiction that is covered under existing CEQA documentation where RD 537 is the lead agency, and this issue is not further addressed in this document.

FINDINGS

An Initial Study (IS) has been prepared under the California Environmental Quality Act to assess the project's potential effects on the physical environment and the significance of those effects. Based on the analysis in the IS and substantial evidence in the record, it has been determined that the proposed project would not have any significant adverse effects on the physical environment (impacts) after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have no impacts on land use and wildfire.

2. The proposed project would have less-than-significant impacts on aesthetics, agriculture and forestry, energy, greenhouse gas emissions, hazards and hazardous materials, mineral resources, noise, population and housing, public services, recreation, transportation, and utilities and service systems.

3. The proposed project would have potentially significant impacts on air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, and tribal cultural resources, but mitigation measures are proposed to avoid or reduce these impacts to less-than-significant levels.

4. The proposed project, with mitigation, would not make a cumulatively considerable incremental contribution to any significant cumulative impact.

The following mitigation measures would be implemented by SAFCA to avoid, minimize, rectify, reduce, eliminate, or compensate for potentially significant environmental impacts. Implementation of the mitigation measures presented in this IS would reduce the potentially significant environmental impacts of the proposed project to less-than-significant levels.

Mitigation Measure AQ-1: Implement the Yolo-Solano Air Quality Management District's Best Management Practices for Construction Emission Control, or Measures that Perform as Well as Yolo-Solano Air Quality Management District's Best Management Practices

To reduce fugitive PM dust emissions, SAFCA shall require its contractor(s) to comply with the following best management practices for all project construction-related activities, including excavation of all embankment fill from offsite, nearby locations, and transfer and placement on site, where feasible:

1. water all active construction areas at least twice daily;

2. limit truck speed to less than 15 miles per hour when hauling soil, sand, and other loose materials;

3. apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and reseeded areas;

4. apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction project areas that are unused for at least 4 consecutive days), or continue watering for periods up to 14 days prior to soil stabilization;

5. plant vegetative ground cover in disturbed areas as soon as possible;

6. cover inactive storage piles;

7. sweep streets if visible soil material is carried out from the construction site; and treat access to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips, mulch, or gravel;

8. conduct ambient air monitoring to determine whether contaminated soils are released off-site

9. during remedial work and to ensure compliance with State and Federal air quality regulations; and

10. if dust levels cannot be controlled to below action levels with implementation of measures above, stop work until additional controls are implemented to reduce dust generation.

Timing: During all construction activities.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-1: Minimize Effects to Biological Resources.

1. **Conduct a worker environmental awareness program (WEAP) trainings to all staff that will be on-site during construction.** A qualified biologist shall provide a WEAP training to cover species identification, habitat, life history, and conservation measures for all special-status species with potential to occur within the project site. Training may consist of showing a video prepared by a qualified biologist, or an in-person presentation by a qualified biologist. In addition to the video or in-person presentation, training may be supplemented with the distribution of approved brochures and other materials that describe protected resources and methods for avoiding effects.

2. **Conduct preconstruction surveys prior to the start of construction for all special-status species with potential to occur.** A qualified biologist shall conduct a general preconstruction survey at least 24 hours before the start of ground disturbance to identify potential presence of all special-status species with potential to occur on the project site. This survey will focus on giant garter snake, burrowing owl, and western pond turtle, but all species will be surveyed for. If there is a lapse in ground disturbing activities for two weeks or more, another preconstruction survey will be conducted.

3. **Erect and Maintain High-visibility Fencing during Construction to Protect Sensitive Biological Resource Areas.** Before beginning construction activities, high-visibility fencing shall be erected to protect areas of sensitive biological resources that are located adjacent to construction areas, but can be avoided (i.e., the northern and western canals). The fencing shall restrict encroachment of personnel and equipment into these areas. The fencing may be removed only when the construction within a given area is completed.

4. **A biologist will be on-call and available for monitoring or relocation of identified species during project construction.** A qualified biologist shall be available daily, as needed, to be on-site for necessary monitoring or for any biological needs that may occur on the project site during construction activities.

   Timing: Before and during construction.

   Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-2: Minimize Effects on Giant Garter Snake.

SAFCA shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing giant garter snake in the Yolo County HCP/NCCP (Conservancy 2018). SAFCA shall coordinate with USFWS and CDFW to determine acceptable methods for minimizing or compensating for effects on giant garter snake and its habitat if compliance with the Yolo County HCP/NCCP would not mitigate impacts. SAFCA shall ensure that the measures described below are implemented to minimize and compensate for effects of the project on giant garter snake, such that there is no net loss of habitat for the species.

1. **Conduct Initial Earth-movement Activities within Suitable Upland Habitat for Giant Garter Snake between May 1 and October 1.** When possible, SAFCA shall complete ground-disturbing activities within suitable upland habitat for the giant garter snake between May 1 and October 1. Initial earth-moving is expected to correspond with the snake's active

season (as feasible in combination with minimizing disturbance of nesting Swainson's hawks). Work in giant garter snake upland habitat may also occur between October 2 and November 1 or April 1 through April 30, provided ambient air temperatures exceed approximately 75ºF during work and maximum daily air temperatures have exceeded approximately 75ºF for at least 3 consecutive days immediately preceding work. During these periods, giant garter snakes are more likely to be active in aquatic habitats and less likely to be found in upland habitats.

2. **Stop Work if a Giant Garter Snake is Observed in Construction Area and Allow Snakes to Leave the Construction Area on Their Own or Have Qualified Biologist Capture and Relocate Giant Garter Snake.** If a possible giant garter snake is observed in a construction area, SAFCA shall stop work until the snake moves out of the area of construction activity and will notify a qualified biologist immediately. If possible, the snake shall be allowed to leave on its own volition, and the qualified biologist shall remain in the area until the biologist deems his or her presence no longer necessary to ensure that the snake is not harmed. Alternatively, with prior CDFW and USFWS approval, the qualified biologist may capture and relocate the snake to suitable habitat at least 200 feet from the construction area. SAFCA shall notify CDFW and USFWS by telephone or email within 24 hours of a giant garter snake observation during construction activities. If the snake does not voluntarily leave the construction area and cannot be captured and relocated unharmed, construction activities within approximately 200 feet of the snake shall stop to prevent harm to the snake, and CDFW and USFWS shall be consulted to identify next steps. In that case, SAFCA shall implement the measures recommended by CDFW and USFWS before resuming construction activities in the area.

3. **Restore All Suitable Giant Garter Snake Habitat Subject to Temporary Ground-disturbance to Pre-project Conditions.** After remediation activities are complete, SAFCA shall ensure that all suitable giant garter snake habitat subject to temporary earth-movement, is restored to pre-project conditions. These areas shall be recontoured, if appropriate, and revegetated with appropriate native plant species to promote restoration of the area to pre-project conditions or better. Appropriate methods and plant species used to revegetate such areas shall be determined in consultation with USFWS and CDFW.

   Timing: Before and during construction.

   Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-3: Avoid and Minimize Impacts to Northwestern Pond Turtle and Its Habitats.

To avoid and minimize effects of project activities on northwestern pond turtle, SAFCA shall ensure that the measures described below are implemented, or alternatively, SAFCA shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing northwestern pond turtle in the Yolo County HCP/NCCP (Conservancy 2018).

1. **Stop Work if Northwestern Pond Turtle Observed in Construction Area and, with CDFW Approval, Move Animal to the Nearest Suitable Habitat Outside the Area if Found On-site.** If northwestern pond turtles are observed in a construction area, SAFCA shall stop work within approximately 200 feet of the turtle, and a qualified biologist shall be

notified immediately. If possible, the turtle shall be allowed to leave the construction area on its own and the qualified biologist shall remain in the area until the biologist deems his or her presence no longer necessary to ensure that the turtle is not harmed. Alternatively, the qualified biologist may attempt to capture and relocate the turtle, unharmed and with prior CDFW approval, to suitable habitat at least 200 feet from the construction area.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-4a: Conduct a Habitat Assessment and Focused Surveys for Burrowing Owls, and Avoid Impacts.

To avoid effects of construction activities on burrowing owls, SAFCA shall ensure that the following measure is implemented, or alternatively, SAFCA shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing burrowing owls in the Yolo County HCP/NCCP (Conservancy 2018). SAFCA shall implement Mitigation Measure BIO-5b described below.

1. **Conduct an Assessment of Burrowing Owl Habitat Suitability in Areas Subject to Project-related Disturbance and Conduct a Focused Survey for Burrowing Owl.** Prior to construction, a qualified biologist shall conduct an assessment of burrowing owl habitat suitability in areas subject to project-related disturbance. The assessment shall evaluate the area subject to direct impact, as well as adjacent areas within up to 500 feet, depending on the potential extent of indirect impact. If suitable burrows or sign of burrowing owl presence are observed, a focused survey for burrowing owls shall be conducted in areas of suitable habitat within the area of potential direct and indirect impact. The survey shall be conducted in accordance with Appendix D of the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) and the Yolo HCP/NCCP (Conservancy 2018). A letter report documenting the survey methods and results shall be prepared and submitted to CDFW.

   Timing: Before construction.

   Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-4b: If Surveys Detect Burrowing Owl in the Study Area, Implement Measures to Avoid and Minimize Effects to Burrowing Owl and Establish Protective Buffers Around Occupied Burrows and Monitor.

If the focused surveys described above in Mitigation Measure BIO-4a have been completed and burrowing owl are detected at the project site, SAFCA shall coordinate with CDFW to determine acceptable methods for avoiding and minimizing effects on this species. SAFCA shall ensure that the measures described below are implemented to avoid and minimize effects of the project on burrowing owl, such that there is no direct loss of individuals of this species or project-related nest failure.

1. **Consult with CDFW Regarding Best Approach to Avoid and Minimize Potential Impacts to Burrowing Owl if Active Burrows Are Observed and Implement Measures.**

A qualified biologist shall determine acceptable methods for avoiding and minimizing effects on this species, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) and the Yolo HCP/NCCP (Conservancy 2018). Measures may include implementing no-disturbance buffers (required during the breeding season) and developing and implementing upon CDFW approval a Burrowing Owl Exclusion Plan.

2. **Provide a Protective Buffer for Occupied Burrows during the Breeding Season and Monitor Burrows to Ensure that Project Activities do not Result in Adverse Effects on Nesting Burrowing Owls.**

Burrows occupied during the breeding season (February 1 through August 31) shall be provided with a protective buffer until a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg-laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer will depend on distance from the nest to area of project disturbance, type and intensity of disturbance, presence of visual buffers, and other variables that could affect susceptibility of the owls to disturbance. Monitoring shall be conducted to confirm that project activity is not resulting in detectable adverse impacts on nesting burrowing owls.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-5a: Conduct Focused Surveys for Nesting Special-status Birds and Avoid Impacts.

To avoid effects of remediation activities on nesting special-status birds, SAFCA shall ensure that the following measures are implemented. If avoidance consistent with these measures cannot be achieved, SAFCA shall implement the minimization measures included in Mitigation Measure BIO-5b described below. SAFCA also shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing Swainson's hawk, white-tailed kite, and tricolored blackbird in the Yolo County HCP/NCCP (Conservancy 2018).

1. **Conduct Vegetation Removal between September 16 and January 31 to the Extent Feasible.** Vegetation removal shall be conducted between September 16 and January 31, to the extent feasible, to minimize potential loss of active bird nests.

2. **Conduct Pre-construction Surveys for Active Nests of Special-status Birds in Areas of Suitable Habitat before Starting Construction.** If construction activities that could affect suitable habitat for special-status birds cannot be conducted outside of the respective nesting seasons, SAFCA shall complete pre-activity surveys for nesting birds. Surveys of all potential nesting habitat in the area shall be conducted by a qualified biologist during the nesting season. Surveys shall be conducted within suitable nesting habitat that could be affected by construction activities and shall include a 0.5-mile buffer area (or larger area if required by established survey protocol) surrounding these areas.

   Where appropriate, pre-activity surveys shall follow established survey protocols or guidelines. These protocols include the following:

- Staff Guidance Regarding Avoidance of Impacts to Tricolored Blackbird Breeding Colonies on Agricultural Fields in 2015 (CDFW 2015)

- Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (SHTAC 2000)

If no established survey protocol exists, the qualified biologist shall complete surveys no more than 1 week prior to the start of the activity, or no more than 2 weeks prior to the restart of the activity after the activity has lapsed. If no nesting birds are detected during pre-activity surveys, no additional mitigation measures are required.

Timing: Before construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-5b: If Avoiding Construction-related Effects on Nesting Special-status Birds is Infeasible, Implement Minimization Measures.

If the measures described above in Mitigation Measure BIO-5a have been completed and avoiding effects on nesting special-status birds is infeasible, SAFCA shall coordinate with CDFW to determine acceptable methods for minimizing effects on these species. SAFCA shall ensure that the measures described below are implemented to minimize effects of the project on nesting special-status birds, such that there is no direct loss of individuals of these species or project-related nest failure.

1. **Establish and Maintain Buffers Around Active Nest Sites to Avoid Nest Failure and Monitor Nest Sites to Confirm that Project Activities Are Not Adversely Affecting the Nesting Birds or Their Young.** If any active nests, or behaviors indicating active nests are present, are observed, SAFCA shall establish appropriate-sized avoidance buffers around the nest sites, as determined by a qualified biologist in coordination with CDFW and/or required by the Yolo County HCP/NCCP, to avoid nest failure resulting from project activities. The size and shape of the buffer shall depend on the species, nest location, nest stage, and specific construction activities to be performed while the nest is active. The buffer shall be expanded if the birds are exhibiting agitated behavior, or the buffers may be adjusted (reduced) if a qualified biologist determines it would not be likely to adversely affect the nest. If required, buffers shall be marked in the field by a qualified biologist using temporary fencing, high-visibility flagging, or other means that are equally effective in clearly delineating the buffer.

   Monitoring shall be conducted by a qualified biologist, either continuously or periodically during work, to confirm that project activity is not resulting in detectable adverse impacts on nesting birds or their young. The qualified biologist shall be empowered to stop construction activities that, in the biologist's opinion, threaten to cause unanticipated and/or unpermitted adverse effects on special-status wildlife (e.g., nest abandonment). If construction activities are stopped, the qualified biologist shall consult with CDFW to determine appropriate measures that SAFCA shall implement to avoid adverse effects.

   No project activity shall commence within the buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure CUL-1: Worker Environmental Awareness Program (WEAP) Training for Cultural and Tribal Resources.

Cultural resources awareness training, as part of an overall Workers Environmental Awareness Program, shall be conducted for all construction personnel by a cultural resources specialist who meets the SOI's Professional Qualifications Standards (36 CFR Part 61; 48 Federal Register 44716). The training shall be conducted before any stages of physical project implementation and construction. Native American representatives from interested Native American Tribes may participate in the training.

The WEAP training shall include information on the potential kinds of pre-contact Native American and historic-era cultural materials that could be encountered, how to identify buried faunal and human remains, and how to identify anthropogenic soils (e.g., midden soils). The WEAP training should also include a summary of the relevant laws concerning cultural resources and human remains, along with a summary of the following protocols to follow if workers encounter cultural resources or human remains.

Mitigation Measure CUL-2: Avoid Potential Effects on Undiscovered Historical Resources and Unique Archaeological Resources.

To minimize the potential for significant impacts to undiscovered historical resources and unique archaeological resources during project-related ground-disturbing activities, SAFCA and its construction contractor(s) shall implement the following measures:

1. If cultural resources are discovered during project-related ground-disturbing activities, then all construction activities that may damage the discovery shall stop within 100 feet of the discovery and SAFCA shall be immediately notified. SAFCA shall hire a qualified archaeologist to determine if the discovery is an historical resource or unique archaeological resource per CEQA. If necessary, the qualified archaeologist shall develop a testing plan to determine if the discovery meets significance criteria for a historical resource or unique archaeological resource; any testing plan shall not be implemented until review by SAFCA.

2. If the discovery is determined not to be either an historical resource or unique archaeological resource, then construction in the area of the discovery may continue.

3. If the discovery is determined to meet significance criteria, then the qualified archaeologist shall develop and implement a treatment plan in consultation with SAFCA to mitigate any significant impacts to the discovery; preservation in place is the preferred mitigation measure. Work in the area of the discovery shall not continue until treatment is completed.

Timing: Before and During construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure CUL-3: Avoid Potential Effects on Undiscovered Burials.

To minimize the potential for destruction of or damage to undiscovered burials during project-related earthmoving activities, SAFCA and its construction contractor(s) will implement the following measures:

1. In accordance with the California Health and Safety Code (CHSC), if human remains are uncovered during ground-disturbing activities, all ground-disturbing work potentially damaging excavation in the area of the burial and a 100-foot radius shall halt and the Yolo County Coroner shall be notified immediately. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (CHSC 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (CHSC Section 7050[c]). The NAHC shall designate a Most Likely Descendant (MLD) for the human remains. After the coroner's findings have been made, an archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeologists and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of Yolo County for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.9.

2. Native American human remains, associated grave goods, and items associated with Native American human remains that are subject to California PRC Section 5097.98 shall not be subjected to scientific analysis, handling, testing, or field or laboratory analysis without written consent from the MLD. If human remains are present, treatment shall conform to the requirements of State law under CHSC Section 7050.5 and PRC Section 5097.87, unless the discovery occurs on Federal land. SAFCA agrees to comply with other related State laws, including PRC Section 5097.9.

   Timing: Before and During construction.

   Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure GEO-1: Prepare and Implement a Storm Water Pollution Prevention Plan and Associated Best Management Practices.

SAFCA shall prepare a Notice of Intent and implement the appropriate Stormwater Pollution Prevention Plan (SWPPP) to meet the State Water Board's Construction General Permit requirements in Order 2009-0009-DWR (as amended by 2010-0014-DWQ and 2012-0006-DWQ)) to prevent and control pollution and to minimize and control runoff and erosion during construction of the proposed project. The SWPPP shall identify the activities that may cause pollutant discharge (including sediment) during storms or strong wind events and the BMPs that will be employed to control pollutant discharge. Construction techniques that will be identified and implemented to reduce the potential for runoff may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. In addition, the SWPPP shall include an erosion control plan and BMPs that specify the erosion and sedimentation control measures to be implemented, which may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water

bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas. The SWPPP shall also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by construction equipment. No construction-related disturbance of surfaces shall occur between October 15 and April 15 without appropriate erosion control measures in place.

The SWPPP shall also include a spill prevention, control, and countermeasure plan, and applicable hazardous materials business plans, and shall identify the types of materials used for equipment operation (including fuel and hydraulic fluids), and measures to prevent and materials available to clean up hazardous material and waste spills. The SWPPP shall also identify emergency procedures for responding to spills.

The BMPs presented in either document shall be clearly identified and maintained in good working condition throughout the construction process. The construction contractor shall retain a copy of the approved SWPPP on the construction site and modify it as necessary to suit specific site conditions through amendments approved by the Central Valley RWQCB, if necessary.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure TCR-1: In the Event TCRs are Discovered during Construction, Implement Procedures to Evaluate TCRs and Implement Avoidance and Minimization Measures to Avoid Significant Impacts.

SAFCA shall implement the following measures to reduce impacts to TCRs.

1. Culturally affiliated Tribes shall be further consulted concerning TCRs that may be impacted if these types of resources are discovered during construction. Further consultation with culturally affiliated Tribes shall focus on identifying measures to avoid or minimize impacts on any such resources discovered during construction. Should a TCR be identified in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of a TCR:

    - Each identified TCR shall be evaluated for CRHR eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes.

    - If a TCR is determined to be eligible for listing on the CRHR, SAFCA shall avoid damaging effects to the TCR in accordance with PRC Section 21084.3, if feasible. If SAFCA determines that the project may cause a significant impact to a TCR, and measures are not otherwise identified in the consultation process, the following are measures would avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than-significant may be reached:

        i. Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

ii. Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:

a. Protect the cultural character and integrity of the resource.

b. Protect the traditional use of the resource.

c. Protect the confidentiality of the resource.

d. Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.

e. Protect the resource.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

ADOPTION OF MITIGATED NEGATIVE DECLARATION AND APPROVAL OF PROJECT

Certification by Those Responsible for Preparation of This Document. The Sacramento Area Flood Control Agency is responsible for the preparation of this Mitigated Negative Declaration and the incorporated Initial Study. I believe this document meets the requirements of the California Environmental Quality Act and provides an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the project design measures that will assure the project does not have any significant, adverse effects on the physical environment. I recommend approval of this document.

_____ _____

Richard M. Johnson, Executive Director Date
Sacramento Area Flood Control Agency

*(*To be signed upon completion of the public review process and preparation of a final project approval package including consideration of all comments, if any, on the environmental document and any necessary modifications to project design measures.)*

Approval of the Project by the Lead Agency: To meet Section 21082.1 of the California Environmental Quality Act, the Sacramento Area Flood Control Agency has independently reviewed and analyzed the Initial Study and Mitigated Negative Declaration for the proposed project and finds that the Initial Study and Mitigated Negative Declaration reflect the independent judgment of the Sacramento Area Flood Control Agency. The lead agency finds that the project design features will be implemented as stated in the Mitigated Negative Declaration.

I hereby attest that the Board of Directors of the Sacramento Area Flood Control Agency has approved this proposed project:

_____ _____

Richard M. Johnson, Executive Director Date
Sacramento Area Flood Control Agency

*(*To be signed upon completion of the public review process and preparation of a final project approval package including consideration of all comments, if any, on the environmental document and any necessary modifications to project design measures.)*

INITIAL STUDY

Project	**Corporation Yard Project**
Lead Agency:	**Sacramento Area Flood Control Agency**

This page intentionally left blank.

Table of Contents

Tables

Figures

Abbreviations and Acronyms

Acronym/Abbreviation	Term
ALUC	Airport Land Use Commission
APE	Area of Potential Effects
ARB	Air Resource Board
BMPs	Best Management Practices
B.P.	Before Present
Basin Plan	Water Quality Control Plan for the Sacramento River Basin and the San Joaquin River Basin
CAA	Federal Clean Air Act
CAAQS	California ambient air quality standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Cal-EPA	California Environmental Protection Agency
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAMU	Corrective Action Management Unit
CCAA	California Clean Air Act
CCR	Code of Regulations
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CESA	California Endangered Species Act
CGS	California Geological Survey
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CWA	Clean Water Act
CY	cubic yards

dBA	A-weight decibel
DOC	Department of Conservation
DOF	Department of Finance
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EDD	Employment Development Department
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
gpm	gallons per minute
HCP/NCCP	Habitat Conservation Plan/ Natural Communities Conservation Plan
H:V	Horizontal:Vertical
I-5	Interstate 5
I-80	Interstate 80
iPac	Information for Planning and Consultation
IS	Initial Study
IS/MND	Initial Study/proposed Mitigated Negative Declaration
Landfill	Old Bryte Landfill
LEBLS	Lower Elkhorn Basin Levee Setback
L_{max}	maximum A-weighted sound level
MBTA	Migratory Bird Treaty Act
mcy	million cubic yards
MLD	Most Likely Decendant
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Properties
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
PG&E	Pacific Gas and Electric
PM	particulate matter
PM_{10}	PM equal to or less than 10 micrometers in diameter
$PM_{2.5}$	PM equal to or less than 2.5 micrometers in diameter

PPV	peak particle velocity
PRC	Public Resources Code
proposed project	Corporation Yard Project
RAOs	Remedial Action Objectives
RD	Reclamation District
ROG	reactive organic gases
RPA	Registered Professional Archaeologist
SACOG	Sacramento Area Council of Governments
SAFCA	Sacramento Area Flood Control Agency
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	sulfur dioxide
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
UAIC	United Auburn Indian Community
UBC	California Uniform Building Code
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VdB	vibration decibels
VMT	vehicle miles traveled
WEAP	worker environmental awareness program
WRA	Water Resources Association of Yolo County
YCFCWCD	Yolo County Flood Control and Water Conservation District
YSAQMD	Yolo-Solano Air Quality Management District

This page intentionally left blank.

Chapter 1. Introduction

The Sacramento Area Flood Control Agency (SAFCA) has prepared this Initial Study/Proposed Mitigated Negative Declaration (IS/MND) in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to address the potentially significant environmental impacts of the proposed Corporation Yard Project (proposed project) in Yolo County, California. SAFCA is the lead agency under CEQA.

To satisfy specific CEQA requirements for environmental review of the proposed project, the IS/MND includes:

- the Initial Study; and
- the Proposed Mitigated Negative Declaration.

After the required public review of this document is complete, the SAFCA Board of Directors will consider the IS/MND, all comments received on the IS/MND, and the entirety of the administrative record for the project, and decide whether to adopt the Proposed MND, adopt and incorporate into the proposed project the mitigation measures identified in the IS, adopt a Mitigation Monitoring and Reporting Program (MMRP), and approve the proposed project. The MMRP will be prepared after public review of the IS/MND is complete.

1.1 Purpose of the Initial Study

This document is an IS/MND prepared in accordance with CEQA (California Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations [CCR]) (CEQA Guidelines). The purpose of this IS is to: (1) determine whether the proposed project would result in potentially significant or significant impacts on the physical environment; and, (2) whether mitigation measures identified in the IS and incorporated into the proposed project would avoid or reduce significant impacts to a less-than-significant level. An MND is prepared if the IS identifies potentially significant impacts, but: (1) revisions to the proposed project mitigate the impacts to a point where clearly no significant impacts would occur; and, (2) there is no substantial evidence, in light of the whole record before the agency, that the proposed project, as revised, may have a significant impact on the physical environment.

An IS presents environmental analysis and substantial evidence in support of its conclusions regarding the significance of environmental impacts. Substantial evidence includes fact, a reasonable assumption based upon fact, or expert opinion supported by facts An IS is neither intended nor required to include the level of detail provided in an environmental impact report (EIR).

CEQA requires that all State and local government agencies consider the potentially significant and significant environmental impacts of projects they propose to carry out or projects over which they have discretionary authority, before implementing or approving those projects. The public agency that has the principal responsibility for carrying out or approving a proposed project is the lead agency for CEQA compliance (CEQA Guidelines, Section 15367). SAFCA has the principal responsibility for funding, contractual oversight, and implementing the proposed project, and is therefore the lead agency for this

IS/MND. Reclamation District (RD) 537 is a responsible agency that will consider the IS/MND, after the MND is adopted by the SAFCA Board and approved the project, prior to reaching a decision on the project. RD 537 will consider the IS/MND, all comments received on the IS/MND, and the entirety of the administrative record for the project, and decide whether to adopt the MND, adopt and incorporate into the proposed project the mitigation measures identified in the IS, adopt the MMRP, and approve the proposed project.

If there is substantial evidence that a proposed project, either individually or cumulatively, may have a significant impact (i.e., a significant or potentially significant effect on the physical environment), the lead agency must prepare an EIR (State CEQA Guidelines, Section 15064[a]). If the IS concludes that any impacts would be potentially significant, but that mitigation measures adopted by SAFCA would clearly reduce impacts to a less-than-significant level, a MND may be prepared.

SAFCA has prepared this IS to evaluate the potential environmental impacts of the proposed project and has identified mitigation measures to avoid or reduce any potentially significant project-related impacts to a less-than-significant level. Therefore, an MND has been prepared for the proposed project.

1.2 Summary of Findings

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project based on the issues listed in the State CEQA Guidelines Appendix B Environmental Checklist Form. Based on the evaluation of these issues in Chapter 3, below, it was determined that:

The proposed project would result in no impacts on the following issue areas:

- Land Use and Planning
- Wildfire

The proposed project would result in less-than-significant impacts on the following issue areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems

The proposed project would result in less-than-significant impacts on the following issue areas with implementation of mitigation identified in the IS/MND:

- Biological Resources
- Cultural Resources
- Geology and Soils

- Hydrology and Water Quality
- Tribal Cultural Resources

1.3 Document Organization

This document is divided into the following three key sections required under CEQA:

Notice of Intent to Adopt a Proposed Mitigated Negative Declaration for the Corporation Yard Project. The Notice of Availability and Intent to Consider Adoption of a Proposed MND for the Corporation Yard Project provides notice to responsible and trustee agencies and the public the availability of this IS/MND and of SAFCA's intent to consider adopting an MND for the proposed project.

Proposed Mitigated Negative Declaration. The MND, which precedes the presentation of the IS analysis in this document, briefly summarizes the proposed project, summarizes the environmental conclusions, and identifies mitigation measures that would be implemented in conjunction with the proposed project.

Initial Study. The Initial Study, referred to as "IS," constitutes the remaining portion of this document and includes an introduction, project description, environmental checklist, references cited, report preparers, and distribution list, as briefly summarized below:

> **Chapter 1, "Introduction."** This chapter describes the purpose of the IS/MND, summarizes findings, and describes the organization of this IS/MND.
>
> **Chapter 2, "Project Description."** This chapter describes the project location and background, project objectives, project characteristics, construction activities, project operations, and discretionary actions and approvals required to implement the project.
>
> **Chapter 3, "Environmental Checklist."** This chapter presents an analysis of environmental issues identified in the CEQA environmental checklist and determines whether project implementation would result in a potentially significant impact, a less-than-significant impact with mitigation incorporated, a less-than-significant impact , or no impact on the physical environment in each topic area. Should any impacts be determined to be potentially significant or significant, an EIR would be required. For this proposed project, however, mitigation measures have been identified and would be adopted and incorporated into the project to reduce all potentially significant and significant impacts to a less-than-significant level.
>
> **Chapter 4, "References Cited."** This chapter lists the references used to prepare this IS/MND.
>
> **Chapter 5, "Report Preparers."** This chapter identifies report preparers who contributed to the preparation of this document.
>
> **Chapter 6, "Distribution List."** This chapter lists the responsible and trustee agencies and the public receiving notification of the availability of this IS/MND and/or an electronic copy of this IS/MND.

This page intentionally left blank.

Chapter 2. Project Description

This chapter describes the proposed Corporation Yard Project (proposed project). The project location and background are described along with the project objectives, project construction activities, project operations, and discretionary actions and approvals required to implement the project.

2.1 Project Location

The proposed project would be located on top of the existing eight-acre Corrective Action Management Unit (CAMU) near the Old Bryte Landfill (Landfill) which is located approximately 1-mile north of the City of West Sacramento and approximately 1,850 feet north of the northern levee of the Sacramento Bypass on County Road 124 (**Figure 2-1**) in Yolo County. The project site, which is owned by SAFCA, is surrounded by active agricultural fields and within 200 feet of the recently constructed setback levees of both the Yolo and Sacramento Bypasses. The eastern levee of the Tule Canal is located approximately 0.45 mile west of the project site. Figure 2-1 shows all features which are maintained within RD 537's boundary, including levees, a drainage ditch, pump, detention basin, and setback levee.

2.2 Project Background

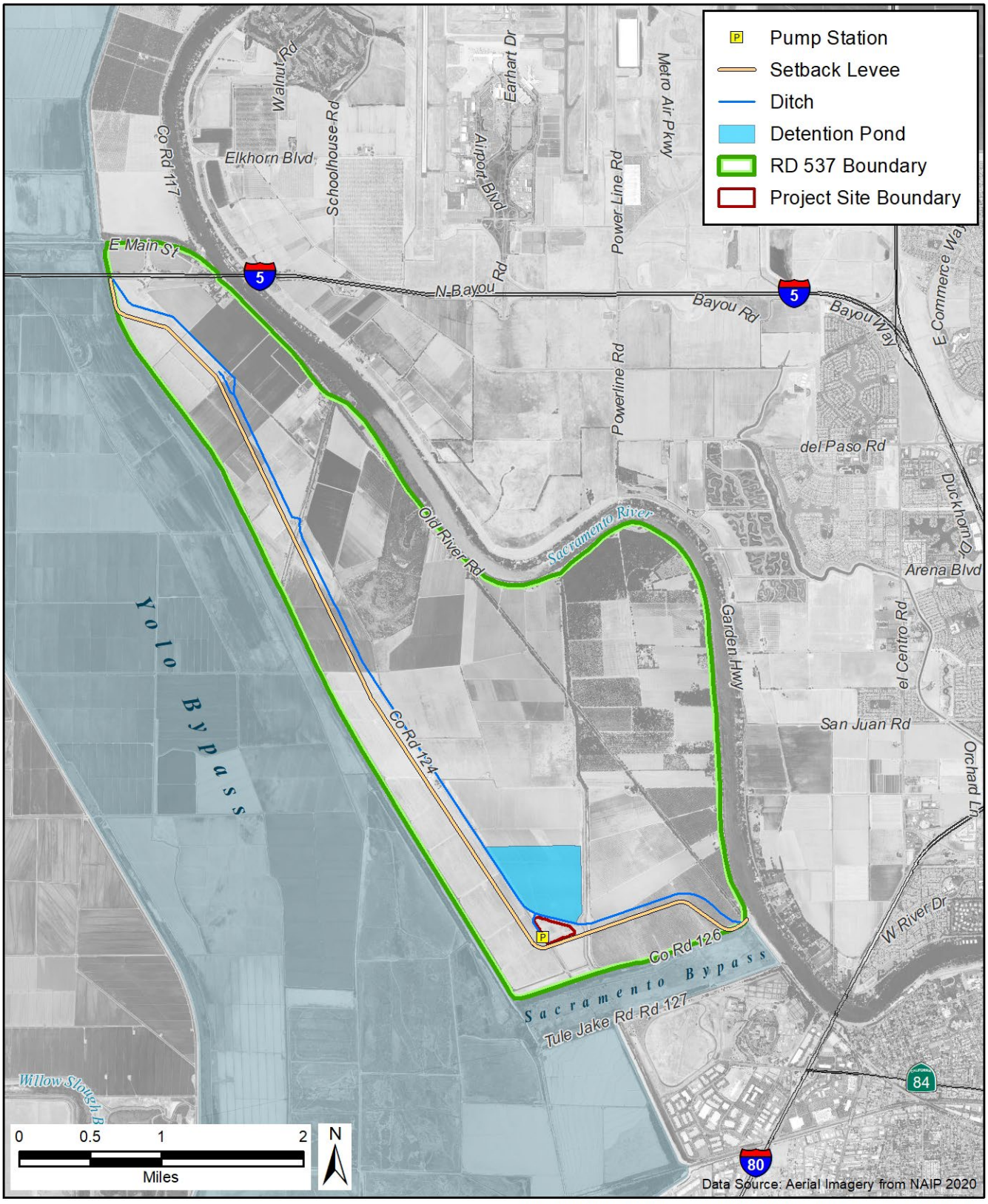
2.2.1 Corrective Action Management Unit

In November 1987, the Yolo County Health Department deemed the Landfill a public nuisance and ordered its cleanup. A Presumptive Remedy was identified for the Landfill to satisfy the remedial action objectives (RAOs) identified in the *Remedial Investigation/Feasibility Report* (Geosyntec 2017b) and the *Draft Remedial Action Plan* (Geosyntec 2017a) to comply with the Comprehensive Environmental Response, Compensation, and Liability Act, its implementing regulations (40 CFR 300 et seq., National Oil and Hazardous Substances Pollution Contingency Plan (EPA 1990)), and the Voluntary Cleanup Agreement between the California Department of Toxic Substance Control (DTSC) and SAFCA. The Presumptive Remedy involved removing and transporting all contaminated waste to a Corrective Action Management Unit (CAMU), a DTSC proven remediation method. A CAMU is an area within a facility that is used only for managing remediation waste for implementing corrective action or cleanup at a facility.

The Sacramento Area Flood Control Agency (SAFCA), as lead agency under CEQA, distributed the Initial Study/Proposed Mitigated Negative Declaration (IS/MND) for the Bryte Landfill Remediation Project (State Clearinghouse No. 2017082037) on August 14, 2017 for a 30-day public review period (SAFCA 2017). SAFCA adopted the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) and approved the Project at its Board of Directors meeting on September 21, 2017. SAFCA later prepared Addendum Number (No.) 1, Addendum No. 2, Addendum No. 3, Addendum No. 4, Addendum No. 5, and Addendum No. 6 to the adopted MND addressing refinements consisting of minor technical changes or additions to the project (SAFCA 2018, 2019a, 2019b, 2019c, 2019d, and 2020). The Bryte Landfill Remediation Project IS/MND, including all addenda, are incorporated by reference in this document where identified for specific information applicable to the environmental setting and analyses, as needed, pursuant to State CEQA Guidelines

Section 15150. The Bryte Landfill Remediation Project IS/MND is available for public review at SAFCA offices at 1325 J Street, Suite 1700, Sacramento, CA 95814 during normal business hours.

All contaminated waste material in the Landfill, including sediment within the drainage canal to the north of the Landfill that contained constituents of concern exceeding remedial goals, was exported and relocated to the CAMU in 2020 and 2021. Additionally, a Remedial Action Plan and Remedial



Z:\Projects\2004743_RD537_CorpYard\G002_2004743_RegionalLocation_20230822.mxd
23Aug2023 RS

Source: Prepared by GEI Consultants, Inc., 2023

Figure 2-1. Project Location Map

Design and Implementation Plan was prepared. The CAMU was designed consistent with Title 27 and Title 22 Section 66264.552 of the CCR and DTSCs *Proven Technologies and Remedies Guidance for Remediation of Metals in Soil* to contain the waste and protect human health and the environment (DTSC 2008). The CAMU is encapsulated with a geosynthetic clay liner and an approximately 1-foot layer of clean fill over the top. The previously adopted IS/MND and addenda provide helpful setting information that was used in the preparation of this IS/MND.

2.3 Project Objectives

The proposed project objectives are to:

- support Reclamation District (RD) 537 in the operation and maintenance of its levee system; and,
- maintain the stability of the CAMU to confine the capped waste and protect human health and the environment.

2.4 Proposed Project

The proposed project includes construction of a 6,000-square-foot Corporation Yard building on top of the existing CAMU as well as site improvements to help manage the capture and conveyance of storm water at the project site (**Figure 2-2 and 2-3**). Figure 2-2 shows the project site in plan view with two sections (Section A-A' and Section B-B') indicated, and Figure 2-3 depicts those same sections in profile or cross-section view. The proposed use for the Corporation Yard building is to house RD 537 equipment to be used for levee and drainage maintenance, provide a location to perform maintenance of their equipment, and provide office space for levee and drainage maintenance activities.

Project site improvements include construction of a concrete curb around the perimeter of the top deck of the CAMU, asphaltic concrete surfacing on the top deck of the CAMU, drop inlets and down chutes to collect and convey stormwater, excavation throughout the existing drainage channel to help with the conveyance of additional stormwater runoff from the new impervious asphalt surfaces, and construction of a culvert to help convey stormwater into the Lower Elkhorn Basin's interior drainage system. Construction of a land bridge at the southwest corner of the project site would be required to connect the top deck to the existing road leading to the RD 537 levee. In addition, the proposed project would install a new groundwater well to supply the bathroom in the Corporation Yard building, a septic tank and leach field, and an above-ground storage tank to hold water for fire suppression.

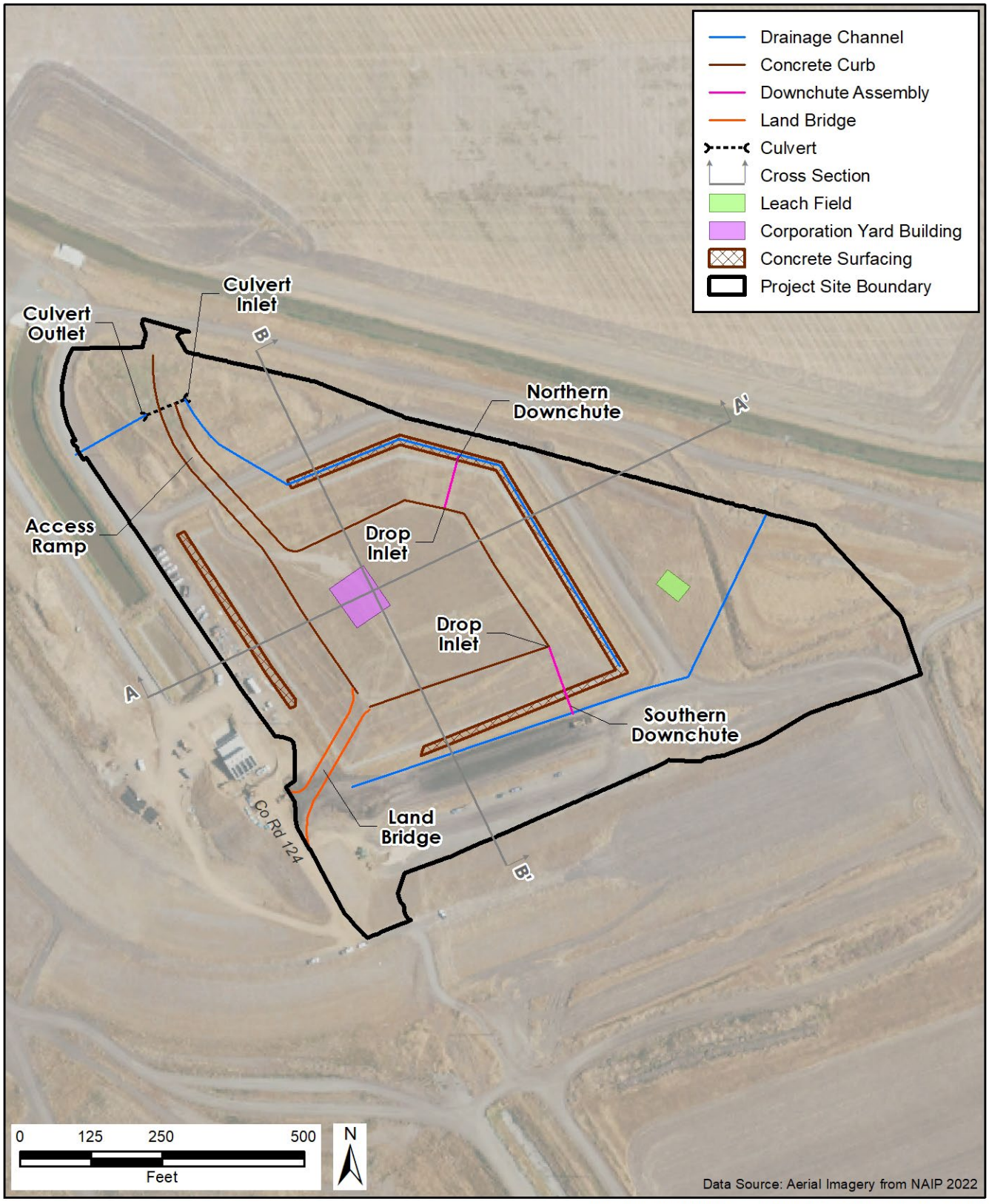
2.5 Project Construction

Implementation of the proposed project would consist of the following construction phases implemented by SAFCA: mobilization and site preparation; site grading, installation of culverts and drainage components, asphalt concrete pavement; building construction; installation of fire protection equipment; wastewater system and leach field; and site restoration and demobilization. All suitable excavated soil would be stockpiled and used onsite. Construction activities proposed during each phase are discussed below.

Mobilization and Site Preparation

During mobilization, construction equipment and materials would be trucked to the project site. All staging would occur within the boundaries of the project site. Site preparation would consist of mowing at the project site to remove excess vegetation and implementation of dust control measures such as a

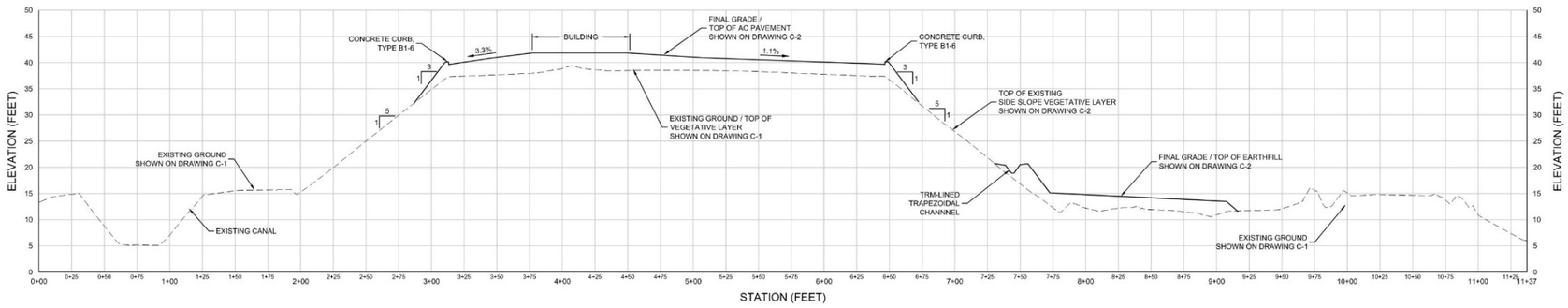
temporary silt fence, stabilization for the construction access ramp, and installation of a wash station. Mobilization and site preparation would take approximately 5 days.



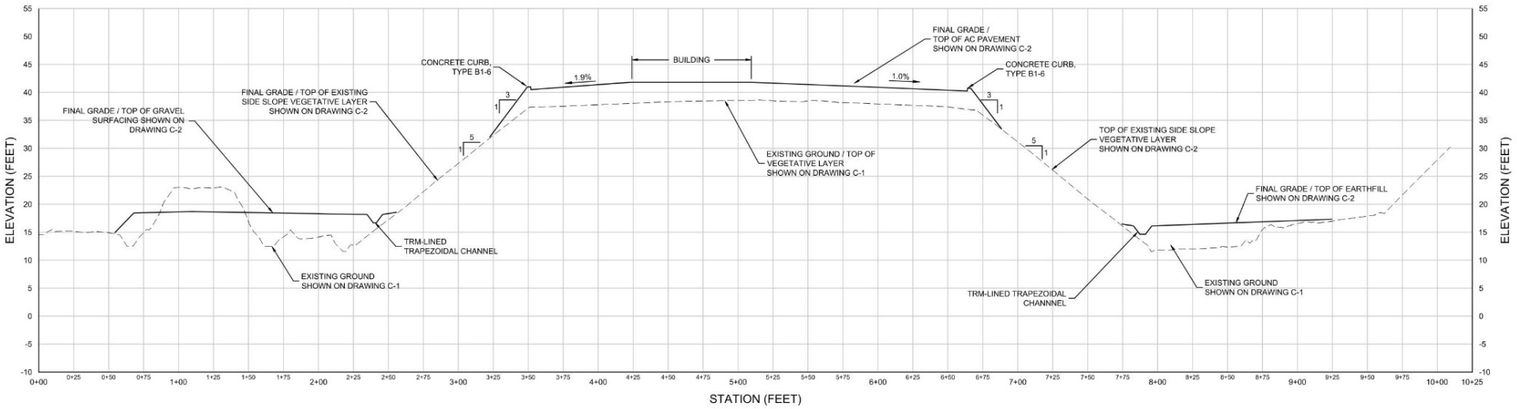
Z:\Projects\2004743_RD537_CorpYard\G001_2004743_ProjectLocation.mxd
07Jul2023 RS

Source: Prepared by GEI Consultants, Inc., 2023

Figure 2-2. Project Site



CROSS SECTION A-A'



CROSS SECTION B-B'

GENERAL NOTES:

1. EXISTING TOPOGRAPHY INFORMATION COMPILED BY STATE OF CALIFORNIA NATURAL RESOURCES AGENCY DEPARTMENT OF WATER RESOURCES BASED ON SURVEY DATED 31 OCTOBER 2022.
2. HORIZONTAL DATUM AND COORDINATES ARE BASED ON CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 2, NAD83. VERTICAL DATUM AND ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 IN FEET (NAVD88).
3. FINAL GRADES SHOWN REPRESENT THE TOP OF FINISHED GRADE (TOP OF CURB, TOP OF ASPHALT, TOP OF GRAVEL SURFACING ETC.)

LEGEND

EXISTING GROUND ELEVATION

PROPOSED FINAL GRADE ELEVATION

P:\ADD\CVR_ES\ADMIN\DWG\PT LEAN\FILLCORP HAUS FINAL DRAWINGS 2022\CORP HAUS\DESIGN 1\250222

Source: Geosyntec 2023

Figure 2-3. Project Site Cross Sections

This page intentionally left blank

Building Construction

SAFCA would construct a permanent access ramp from the existing dirt road (to be paved and turned into the new County Road 124 this summer) located on the northern side of the project site to the top deck of the CAMU (Figure 2-2). Following construction of the access ramp, the contractor would remove the top approximately 4 inches of grass and soil within the CAMU final cover boundary, and up to an 8-inch depth for land outside of the CAMU final cover boundary. The top deck of the CAMU would then be graded. Construction of a building pad would occur on the top deck of the project site and would involve pouring a 6,000-square-foot concrete foundation slab, which would need to cure for approximately 4 weeks. During this 4-week period, approximately 12 inches of aggregate base would be placed along the access route and on the top deck of the CAMU surrounding the building pad (**Figure 2-4**). Lastly, construction of a land bridge with a slope of 3:1, horizontal to vertical (H:V), on the western side and 2H:1V on the eastern side would be constructed at the southwest corner of the project site (Figure 2-2). For the construction of the land bridge, approximately 106,000 cubic yards (cy) of soil material would be hauled from within 2,500 feet of the site; either from nearby stockpiles or the historic north Sacramento Bypass levee removal project site approximately 1,800 feet south of the project site. The land bridge would be covered with gravel surfacing. Construction of these project elements would take approximately 60 days.

Construction of the 6,000-square-foot prefabricated metal Corporation Yard building would occur on top of the concrete building pad (Figure 2-2). Approximately 5 vehicular parking spaces would be constructed onsite including 3 regular parking spots, 1 handicap accessibility spot, and a clean air/electric vehicle parking spot. A new transformer would be installed onsite and SAFCA would coordinate with Pacific Gas and Electric (PG&E) to obtain electricity for operation of the Corporation Yard. A convault fueling station with an 800- and 500-gallon container would be constructed near the access ramp to provide refueling for maintenance vehicles. The fueling station would be built on top of a concrete pad and raised a minimum of 6 inches above the ground to meet federal, state, and hazardous materials and fire safety. Lastly, security lighting would be installed on the outer perimeter of the Corporation Yard building. All lighting would be angled downward to avoid creating excess light or glare. Construction of the Corporation Yard building would take approximately 2 months.

Asphalt Concrete Pavement

Approximately 6 inches of asphalt concrete would be placed on the aggregate base on the top deck of the CAMU around the concrete building pad and along the access ramp (Figure 2-4). Additionally, construction of concrete curbs approximately 1-foot-tall with a 3H:1V slope would occur around the perimeter of the top deck of the CAMU (**Figure 2-5**). This phase of construction would take approximately 10 days.

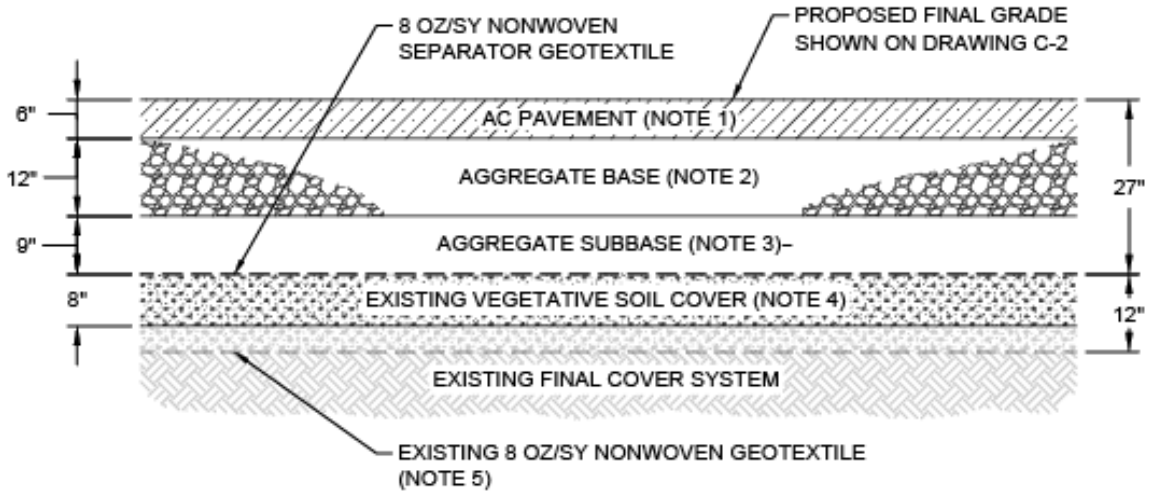
Installation of Culverts and Drainage

To help with stormwater conveyance, the project would excavate approximately 1,800 cy of soil from the existing drainage channel around the perimeter of the project site. Following excavation of soil, the drainage channel would be lined with a turf-reinforced mat to further help with the conveyance of stormwater and management of water quality (**Figure 2-6**).

In addition, a 2-foot diameter culvert with an 8-foot-wide headwall would be constructed along the access ramp (**Figures 2-7 and 2-8**). Construction of the culvert headwall would require excavating a small portion of the existing drainage channel to a depth of 6 inches. Additionally, a rock apron with

approximately 1-foot of rock slope protection would be installed surrounding the inlet and outlet structures to help prevent erosion.

On the northeast and southeast corners of the project site, drop inlets would be constructed to collect stormwater from the top deck at the site. The drop inlets would require excavating approximately 1.5 CY of earthen material (**Figure 2-9**). Traffic rated steel grates would be installed over the inlets to allow for vehicle use on the project site while also allowing for the collection of stormwater. Additionally, two 12-inch diameter down chutes approximately 120 feet in length would be installed to convey stormwater from the drop inlets to drainage channel (**Figure 2-10**). A protective vegetative cover would be placed over the down chutes to help avoid any damage to the structures. Construction of these project components would take approximately 10 days.



NOTES:

1. THE ASPHALT CONCRETE LAYER SHALL BE COMPACTED TO 96% RELATIVE COMPACTION.
2. THE AGGREGATE BASE LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
3. THE AGGREGATE SUBBASE LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
4. THE TOP 8 INCHES OF THE EXISTING VEGETATIVE SOIL COVER SHALL BE RECOMPACTED TO 95% RELATIVE COMPACTION.
5. CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATIVE SOIL COVER DEEPER THAN 8" TO PROTECT EXISTING GEOTEXTILE AND UNDERLYING EXISTING FINAL COVER SYSTEM.

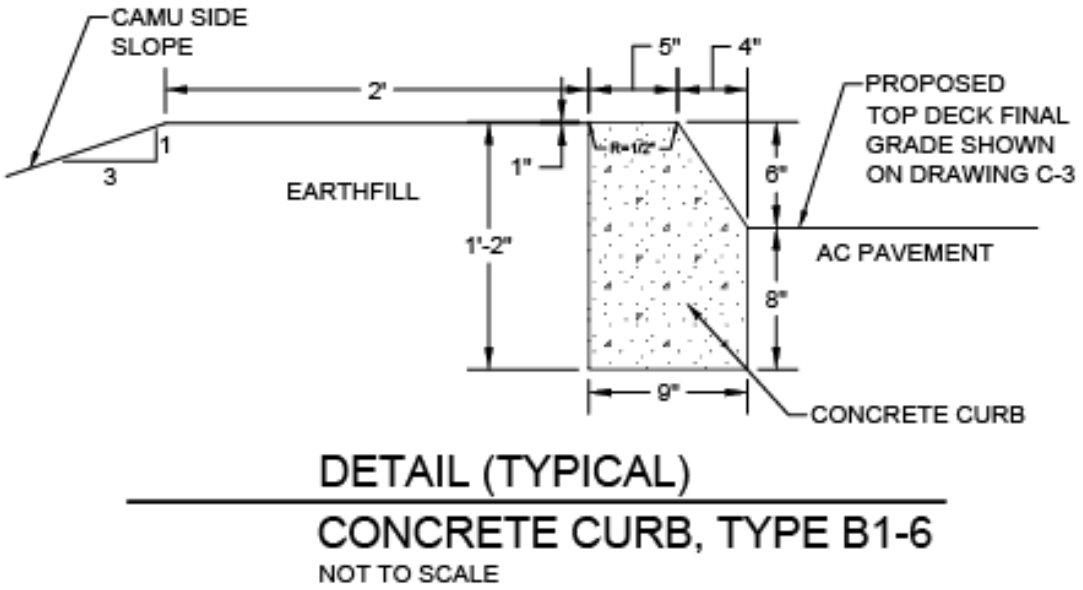
SECTION (TYPICAL)

ASPHALT CONCRETE PAVEMENT

NOT TO SCALE

Source: Geosyntec 2023

Figure 2-4. Typical Detail for Asphalt Concrete Pavement



Source: Source: Geosyntec 2023

Figure 2-5. Typical Detail for Concrete Curb

Installation of Fire Protection Equipment, Wastewater System, and Leach Field

To meet Yolo County and Yolo County Fire Chief requirements, the project would install a fire pump station with a release capacity of 1,000 gallons per minute (gpm) and a 35-foot diameter water storage tank with the capacity to hold approximately 24,000 gallons. Construction of these project components would take approximately 30 days.

A wastewater pump, septic tank, and associated appurtenances would be installed on the site to support sanitary sewage collection and conveyance from the Corporation Yard building restrooms, kitchenette, and water fountains, as well as a recreational vehicle hook up in the parking lot for long-term onsite attendance by staff. Additionally, construction of a leach field would treat onsite wastewater. Construction would take approximately 10 days. A new groundwater well would be installed on the project site to supply water to both the onsite bathroom and fire suppression water tank.

Site Restoration and Demobilization

Earthen areas temporarily impacted by equipment use and vehicle operations would be hydroseeded with a native plant seed mix following construction activities. Additionally, best management practices (BMPs) that meet the State Water Board water quality standards for construction sites, such as the installation of fiber rolls, would be implemented onsite to limit the potential for stormwater erosion and protect offsite water quality. Chain-link fencing along a portion of the top deck of the CAMU, and along the access ramp and project site perimeter would be installed to provide security. Following construction and site restoration, construction equipment and vehicles would be removed from the project site. Site restoration and demobilization would take approximately 5 days.

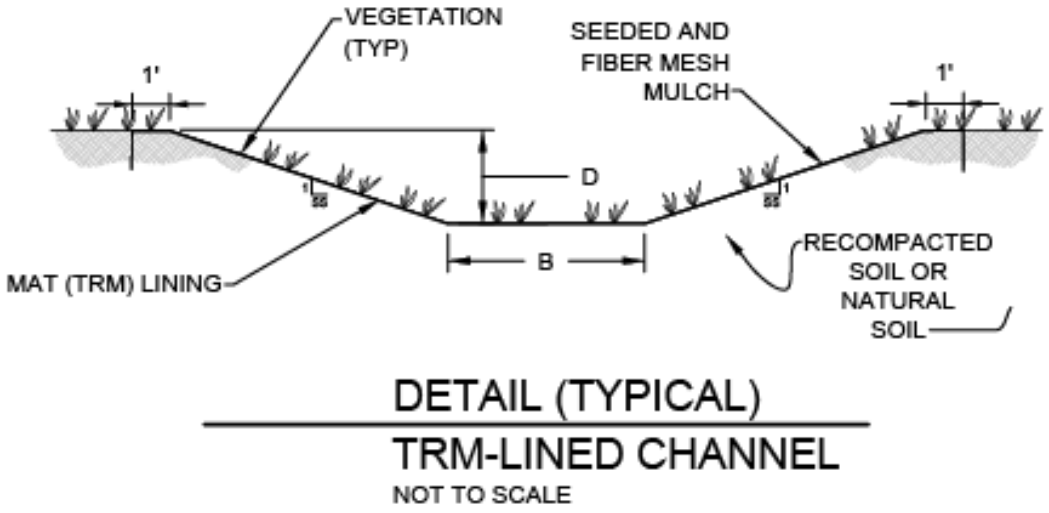
2.5.1 Construction Equipment

Construction equipment would depend on the selected contractor's planned operations. Typical labor and equipment that may be needed to construct the proposed project, along with an approximation of the duration of each activity, is shown in **Table 2-1**.

2.5.2 Site Access and Construction-related Traffic

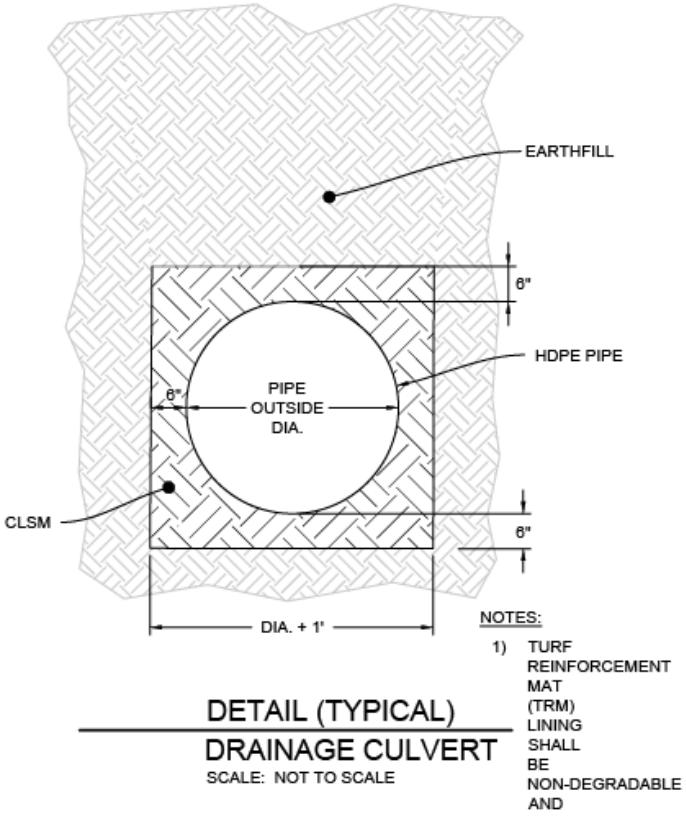
Personnel, equipment, and imported materials would access the project site from the north via Interstate 5 (I-5), Old River Road, and County Roads 124 and 126, or from the south via Highway 50, Harbor Boulevard, I-80, Reed Avenue, Old River Road, and County Roads 124 and 126. See **Figure 2-11** for all anticipated haul routes.

Given the small scale of the project, and the number of truck trips needed to haul materials to the project site for construction (approximately 7,025 trips), with approximately 7,000 of those truck trips occurring within a 2,500-foot distance from the project site, construction-related traffic would primarily use the roads adjacent and within the vicinity of the project site. No material off-haul would be required for the proposed project. All excavated material would be used onsite.



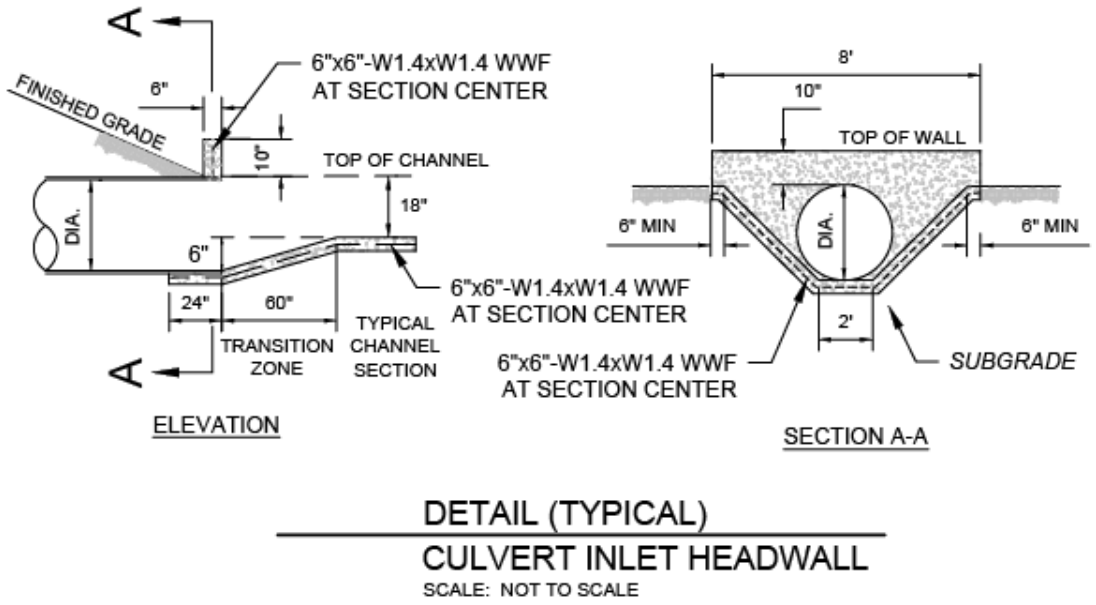
Source: Geosyntec 2023

Figure 2-6. Typical Detail for Lined Channel



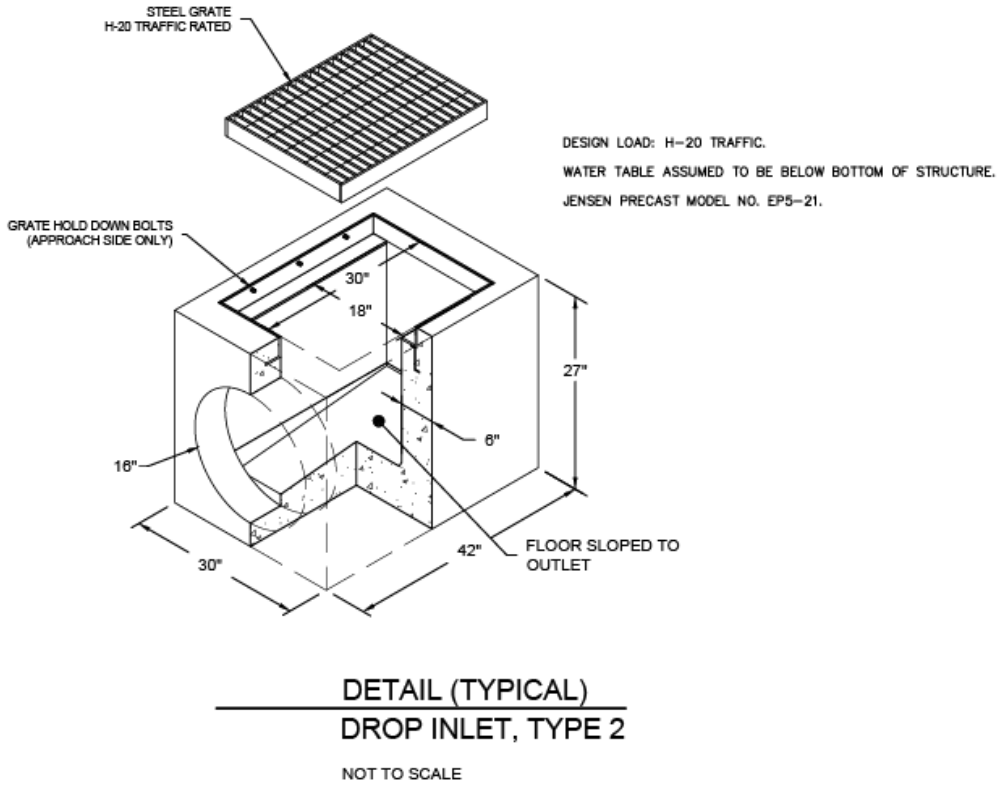
Source: Geosyntec 2023

Figure 2-7. Typical Detail for Drainage Culvert



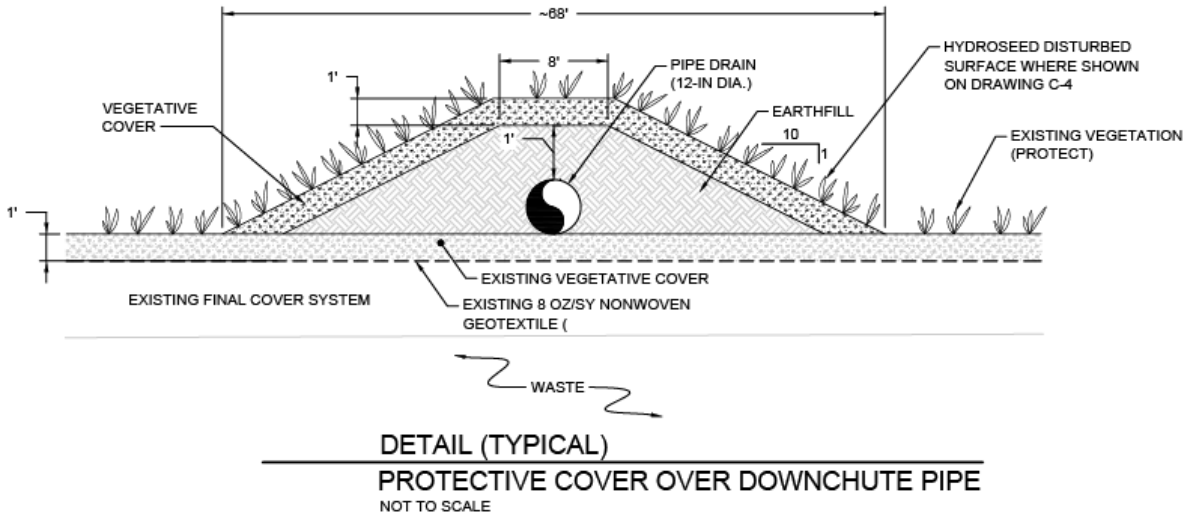
Source: Geosyntec 2023

Figure 2-8. Typical Detail for Culvert Inlet Headwall



Source: Geosyntec 2023

Figure 2-9. Typical Detail for Drop Inlet



Source: Geosyntec 2023

Figure 2-10. Typical Detail for Downchute Pipe

Z:\Projects\2004743_RD537_CorpYard\G003_2004743_HaulRoutes.mxd
19Jul2023 RS

Source: Prepared by GEI Consultants, Inc., in 2023

Figure 2-11. Site Access and Haul Routes

Table 2-1. Corporation Yard Construction Labor and Equipment

Construction Activity	Equipment type	Number of Units	Estimated Duration of Use (work days)
Mobilization	Concurrent with other work		
Building Construction	Mixer Truck	1	2
	Forklift	1	120
	Crane	1	14
	Loader	1	21
	Grader	1	21
	Roller	1	21
	Water Truck	1	120
AC Pavement	Asphalt Paver	1	10
	Roller	1	10
	Loader	1	10
Installation of Culvert and Drainage	Loader	1	10
	Excavator	1	10
Installation of Fire System	Concurrent with other work		
Wastewater System/Leach Field	Concurrent with other work		
Site Restoration	Hydroseeding Truck	1	1

Source: Data compiled by GEI Consultants, 2023

2.5.3 Construction Schedule

Construction of the proposed project would take approximately 190 days, would require an approximately 10-person construction force, and is expected to occur in 2024 and 2025. Construction activities would occur primarily from April 15 to November 30. Construction activities would occur on an 8-hour-per-day/5-days-per-week work week, with typical construction hours of 7:30 am to 4:30 pm Monday through Friday. However, when necessary, construction could occur on a 10-hour-per-day/6-days-per-week work schedule to avoid start and stop of sensitive work and/or to condense construction into shorter windows.

2.5.4 Best Management Practices

The following best management practices (BMPs) would be implemented during construction activities (SMAQMD 2020).

- Control of fugitive dust is required by District Rule 403.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

2.5.5 Operation and Maintenance

Following construction activities, the Corporation Yard building would be used by RD 537 to facilitate ongoing levee and facility maintenance. Under existing conditions, RD 537 equipment is regularly stored on adjacent lands (i.e., State of California, Department of Water Resources Lower Elkhorn Basin storage yard) for operations and maintenance activities of existing levees and drainage facilities within the RD's jurisdiction. Therefore, it is anticipated that inspections and maintenance activities for the proposed project would be coordinated and combined with existing maintenance trips, and that total trip distance would be reduced because the project site would be the same distance or closer to existing facilities that require maintenance. All current and future RD 537 operation and maintenance activities of levees and drainages are covered under separate CEQA documentation with RD 537 as the lead CEQA agency. Further, the proposed project does not include RD 537's operation and maintenance activities of the levees and drainages in their jurisdiction and those activities are covered under existing CEQA documentation where RD 537 is the lead agency. Discussion of RD 537's operations and maintenance activities are not further addressed in this IS/MND. Maintenance activities for the Corporation Yard building and project site would be limited to troubleshooting and repair of site- and issue-specific items within the project site, as well as mowing to control weeds.

2.6 Regulatory Requirements, Permits, and Approvals

As the lead agency under CEQA, SAFCA has the principal responsibility for approving and carrying out construction of the proposed project and for ensuring that requirements of CEQA and all other applicable laws and regulations are met with regard to the project. RD 537 would enter into a lease with SAFCA for occupation and maintenance of the Corporation Yard and project site features, as mentioned previously. Other agencies that have permitting approval or review authority over portions of the proposed project are listed below:

- **California Department of Toxic Substances Control**—Consistency with the Remedial Action Plan.

- **Central Valley Regional Water Quality Control Board**— Clean Water Act Section 402 National Pollutant Discharge Elimination System stormwater permit for general construction.

- **Yolo County** – Director of Environmental Health Installation Permit and Groundwater Well Installation Permit.
- **Reclamation District 537** – Approval of the proposed project as a responsible agency for operation and maintenance of the project site.

This page intentionally left blank.

Chapter 3. Environmental Checklist

Project Information

1. Project title:	Corporation Yard Project
2. Lead agency name and address:	Sacramento Area Flood Control Agency 1325 J Street, Suite 1700, Sacramento, CA 95814
3. Contact person and phone number:	Dan Tibbitts, (916) 874-7606
4. Project location:	1 mile north of City of West Sacramento near County Road 124 in Yolo County, CA
5. Project sponsor's name and address:	Sacramento Area Flood Control Agency 1325 J Street, Suite 1700, Sacramento, CA 95814
6. General plan designation:	Public/Quasi-Public
7. Zoning:	Public/Quasi-Public
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)	The Corporation Yard Project (proposed project) would include construction of a 6,000 square foot Corporation Yard building on top of the existing CAMU as well as site improvements to help manage the capture and conveyance of storm water collected at the project site. The Corporation Yard building would be used to house RD 537 equipment and office space for levee and drainage maintenance activities. Project site improvements include construction of an access ramp, concrete curb around the top deck of the project site, drop inlets and down chutes to help with stormwater conveyance, and excavation throughout the existing drainage channel to help with the conveyance of stormwater flows. Additionally, SAFCA would install a culvert along the new access ramp to facilitate conveyance of stormwater and would construct a land bridge at the southwest corner of the project site to connect the project site top deck to the existing RD 537 levee.
9. Surrounding land uses and setting: Briefly describe the project's surroundings:	The project area is protected by State Plan of Flood Control levees. The Sacramento Bypass Wildlife Area is located 0.35 mile south of the project site, and the Yolo Bypass is located 0.40 miles west of the project site. The setback levees for both the Yolo and Sacramento Bypasses are within 200 feet of the project site. Most of the land in the project vicinity is in agricultural production—primarily row crops.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)	Central Valley Regional Water Quality Control Board, U.S. Fish and Wildlife Service, Yolo County, Reclamation District 537

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.	Yes. Consultation is described in more detail in Chapter 3.5 – Cultural Resources, and Chapter 3.18 – Tribal Cultural Resources.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology /Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☒ Tribal Cultural Resources	☐ Utilities and Service Systems
☒ Mandatory Findings of Significance		

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date _____

Richard M. Johnson, PE
Print Name

Executive Director
Title

Sacramento Area Flood Control Agency
Agency

Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 Aesthetics

Environmental Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS – Would the project:**				
b)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
c)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
d)	In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
e)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

Existing Visual Resources

The project region is located within the flat alluvial plain of the Sacramento Valley, west of the Sacramento River. The Sacramento River, Sacramento Bypass Wildlife Area, and Tule Canal are scenic resources located in the project vicinity and within the project viewshed. The project site is located on top of the CAMU, which sits at a height of approximately 18 feet above the surrounding ground surface. The project site is surrounded by active agricultural production, primarily row and field crops.

Trees, shrubs, and native vegetation are present along the Tule Canal to the west of the project site, as well as within the Sacramento Bypass Wildlife Area to the south of the project site. The built environment in the project vicinity consists of scattered rural residences and farm equipment, agricultural storage facilities, small irrigation ditches, larger irrigation tailwater cross-canals, and farm roads associated with agricultural operations. Old River Road—a Yolo County-designated scenic highway—provides the primary access to the Lower Elkhorn Basin for residents and recreationists, linking the project site and vicinity to I-5 in the north and I-80 in the south and is located approximately 1.30 miles from the project site. Local Yolo County roadways and farm roads, many of which are unpaved, provide access for residents and farm workers.

Viewer Sensitivity

Views from the project site that may be considered scenic include the Sacramento River and associated riparian vegetation, the Sacramento Bypass Wildlife Area and associated water and riparian vegetation, rural agricultural land, the distant Coast Ranges to the west, and the City of Sacramento skyline to the southeast. Several private residences are located north of the project site, and these residents have unobstructed views of the aforementioned visual resources. The project vicinity is also frequented by recreationists engaged in boating, fishing, bicycling, bird watching, and hiking. In general, as a viewer

group, people engaged in recreational activities generally have a heightened awareness of their surroundings, are familiar with the scenic resources in the area, and are generally seeking an experience in a natural setting. Old River Road and the Sierra Northern Excursion Train provide scenic views of the aforementioned visual resources; therefore, motorists and recreationists traveling along this roadway and railway have a direct line of sight to visual change within the project site and vicitnity. Given the above considerations, viewer sensitivity is considered high for all groups viewing the project site.

Visual Quality

Views of the project site consist of a tall, wide, elevated earthen mound. Within the project vicinity, views consist of agricultural production from row and field crops. The linear and uniform nature of the row crops tend to blend with the linear and uniform nature of the roads, the levees associated with the Tule Canal/East Yolo Bypass and Sacramento Bypass, and canals. The coarseness and colors of the soil and row crops are also similar to the coarse appearance and colors of the levees. The row crops, levees, and roads tend to blend in with the sky along the horizon, and therefore combine to form a moderate level of distinctive visual patterns. However, the existing elevated mound at the project site is inconsistent with the surrounding viewshed.

This area is exemplary of California's Central Valley agricultural land, including the flat alluvial floodplain and row crops, which contrasts with urban development in the nearby Cities of Sacramento, West Sacramento, Davis, and Woodland. Furthermore, the area is essentially surrounded by open space consisting of the Sacramento River, the Sacramento Bypass Wildlife Area, and the Yolo Bypass. However, due to the project site's existing inconsistency with the scenic viewshed, it does not have a high degree of visual quality.

3.1.2 Discussion

a), c) Have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings?

Less-than-Significant Impact. The project components would be constructed on top of the existing CAMU, which is built to a height of approximately 18 feet above ground level. The project would include construction of an approximately 26-foot-tall building that would house RD 537 equipment. Due to the raised nature of the site, the project would be easily visible from the surrounding area. However, the project site is within a rural area dominated by agricultural production and the proposed building is generally similar to surrounding agricultural structures.

Three existing rural residences are present to the north of the project site, at distances of approximately 0.9 mile, 1.1 miles, and 1.2 miles. The proposed project would be visible to these residences. Additionally, residences would have views of the construction haul trucks and construction equipment over an approximately 6.5-month period.

The project site would not block scenic views of the Sacramento City skyline located to the southeast, because the project components would be constructed to the norththwest of major roads and views from any location open to the public would not be obstructed. The proposed culvert along the existing access road would appear visually similar to existing roads in the project vicinity. Views of the project site during construction and operation from the Sacramento Bypass Wildlife Area would be blocked by the intervening Sacramento Bypass North Levee, which is approximately 20 feet high, and by trees and shrubs throughout the wildlife area. The project site is not visible from the Sacramento River due to the

intervening height of the Sacramento River West Levee and tall trees along Old River Road and the Sierra Northern Railroad tracks. Views of the project site from the Sacramento River Excursion Train would be blocked by tall trees along the west side of the Sacramento Northern Railroad tracks. At the conclusion of project construction-related activities, all construction equipment would be removed from the project site. Therefore, this impact would be **less than significant**.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-than-Significant Impact. There are no State-designated scenic highways within or in the viewshed of the project site. The nearest local scenic highway is Old River Road, which parallels the west side of the Sacramento River from the southern end of the Sacramento Bypass north to Interstate 5, is a Yolo County-designated scenic highway (Yolo County 2018). The project site would be located approximately 1.3 miles west of Old River Road. Views of the site would be blocked from most locations along Old River Road because of the intervening trees that are present along the Sierra Northern Railroad tracks and along the west side of Old River Road. Views of the project site from Old River Road atop the Sacramento Weir, traveling northbound, would be blocked by intervening trees and shrubs located at the western end of the Sacramento Bypass Wildlife Area, adjacent to the Sacramento Bypass North Levee. Trees at the junction of Old River Road, the Sierra Northern Railroad tracks, and County Road 126 would block views for southbound motorists and recreationists on Old River Road. Therefore, this impact would be **less than significant**.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-Significant Impact. The project site is located within Sacramento International Airport's Referral Area 2 (SACOG 2013: Map 1). An Airport Referral Area is an area in which current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses; therefore, certain land use proposals are required to be referred to the Airport Land Use Commission for review. Referral Area 2 includes locations where airspace protection (other than wildlife hazards) and/or overflight are compatibility concerns, but not noise or safety. Projects within Referral Area 2 that include lighting which could be mistaken for airport lighting and/or could cause glare in the eyes of pilots of aircraft using the airport, require review by the Airport Land Use Commission. The project site also lies within the approach surfaces for runways at Sacramento International Airport (SACOG 2013: Map 4b). The project site is also located approximately 1.5 miles north of the California Highway Patrol Academy Airport, which is a restricted use, publicly owned airport.

The proposed project would not include nighttime construction activities. Outside lighting may be installed at the Corporation Yard building; however, the project description specifies that all light fixtures would be angled down to avoid causing excess light or glare. Therefore, nighttime light and glare effects from either project construction or operation would not occur. The project site would be covered by asphalt paving material, which has a coarse texture and a dark, almost black surface color. The dark color and coarse texture would reduce daytime glare effects. Therefore, this impact would be **less than significant**.

3.2 Agriculture and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

Agricultural and Forestry Resources

Based on a review of the California Important Farmland Mapper produced by the California Department of Conservation (DOC) under the Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Prime Farmland (DOC 2018a). However, there is no agricultural production on the site, and the existing use is the CAMU, as described previously, which was constructed on the site in 2018.

The DOC's Important Farmland classifications recognize the land's suitability for agricultural production by considering physical and chemical characteristics of the soil, such as soil temperature

range, depth of the groundwater table, flooding potential, rock fragment content, and rooting depth. The classifications also consider location, growing season, and moisture available to sustain high-yield crops. In addition, DOC identifies other categories based on their suitability for agricultural use. The Important Farmland classification at the project site is defined by DOC as follows:

- **Prime Farmland**—Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.

Within Yolo County as a whole, approximately 365,944 acres were designated by DOC as Important Farmland in 2016 (DOC 2018b). The project site is not held under an active Williamson Act contract.

No part of the project site contains forestland as defined in California PRC Section 12220(g), and, the Yolo County Board of Supervisors has determined that the County has no commercial forestland or timber resources (Yolo County 2009).

3.2.2 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is classified as "Prime Farmland" by DOC under the FMMP (DOC 2018a); however, there is currently no agricultural production at the project site, which was previously converted to non-agricultural use during construction of the CAMU. Therefore project-related activities would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. The construction of the CAMU site evaluated in the Bryte Landfill Remediation Project IS/MND required the conversion of approximately 4 acres of Prime Farmland to non-agricultural use, and SAFCA offset this loss through a 3:1 mitigation ratio for preservation of land suitable for agricultural use within a permanent farmland conservation easement, in accordance with the Yolo County Agricultural Land Conservation and Mitigation Program (Yolo County Code Section 8-2.404). Because of this, the CAMU site and, thus, the project site is no longer considered farmland. Therefore, since the project would not convert Farmland to non-agricultural use there would be **no impact**.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No. Impact. The project site is not held under a Williamson Act contract. The project site is not zoned for agricultural use, and therefore would not conflict with zoning for agricultural use. For these reasons, the project would have **no impact**.

c), d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)); or result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain 10 percent native tree cover that would trigger classification as forestland under California PRC Section 12220(g). Furthermore, the Yolo County

Board of Supervisors has determined that the County has no commercial forestland or timber resources (Yolo County 2009). Therefore, there would be **no impact**.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project would not covert any farmland to non-agricultural or forest land to non-forest use. Therefore, there would be **no impact**.

3.3 Air Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Environmental Setting

The project site is located in Yolo County, which is part of the Sacramento Valley Air Basin (SVAB). The SVAB includes all of Butte, Colusa, Glenn, Tehama, Shasta, Yolo, Sacramento, Yuba, and Sutter Counties and parts of Placer, El Dorado, and Solano Counties. The SVAB is bounded on the west and north by the Coast Ranges, on the east by the southern portion of the Cascade Range and the northern portion of the Sierra Nevada, and on the south by the San Joaquin Valley Air Basin. Hot, dry summers and mild, rainy winters characterize the climate of the SVAB. Summer high temperatures are typically in the 90s. Winter low temperatures are typically in the 30s, and sometimes below freezing. The regional rainy season occurs mainly from late October to early May, with rainfall amounts that vary substantially from year-to-year and average approximately 20 inches per year. The rainy season is characterized by brief periods of rain interspersed with stagnant and sometimes foggy weather. The prevailing winds are moderate in strength and vary from moist, clean breezes from the south to dry land flows from the north.

The ozone season (May through October) in the SVAB is characterized by stagnant morning air or light winds with San Francisco Bay and Delta breezes in the afternoon from the southwest. The afternoon and evening breezes transport air pollutants to the north and out of the SVAB. However, during about half of the days from July to September, a phenomenon called the "Schultz Eddy" causes the wind pattern to circle back to the south instead of allowing the prevailing wind patterns to move north and flush air pollution out of the SVAB. The eddy normally dissipates around noon when the Delta breeze arrives in the SVAB (YSAQMD 2007). The trapped air mass combined with plentiful sunshine create the conditions for photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_X), which result in ozone (smog) formation.

High concentrations of fine particulate matter (PM) with an aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$) typically occur during late fall and winter (November through February) with stagnant inversion conditions. The stable air mass concentrates pollutants near the ground, and cooler

temperatures and high humidity increase the secondary formation of fine particulates from the precursors of NO_X, sulfur dioxide (SO_2), volatile organic compounds (VOC), and ammonia.

The U.S Environmental Protection Agency (EPA) and the California Air Resource Board (ARB) have identified six air pollutants as being of nationwide and Statewide concern: ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, lead, and PM. PM is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM_{10}) and equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$).

Health-based air quality standards have been established for these pollutants by EPA at the national level and by ARB at the State level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and ARB designate areas of the State as attainment, nonattainment, maintenance, or unclassified for the various pollutant standards according to the Federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant. The "unclassified" designation is used in an area that cannot be classified as meeting or not meeting the standards, based on available information.

Pollutant concentrations in Yolo County, including the project site, are commonly measured below the standards; however, emissions from Yolo County can contribute to violations of the standards in the SVAB, and Yolo County is included in the Sacramento Federal Nonattainment Area for both ozone and $PM_{2.5}$. The NAAQS and SAAQS for NO_2, SO_2, and lead are being met, and data collected by the ARB indicate these pollutants will not be a concern for the foreseeable future. Carbon monoxide (CO) is a localized pollutant of concern primarily in areas of heavy traffic congestion. There have been no measured exceedances of the CO standards in the SVAB for many years and the 20-year maintenance planning period for CO ended in 2018. CO, NO_2, SO_2, and lead are not expected to be pollutants of concern for the project site.

The Yolo Solano Air Quality Management District (YSAQMD) is the agency responsible for air quality planning and development of the air quality attainment plans in the study area. The air quality attainment plans establish the strategies that will be used to achieve compliance with the CAAQS in all areas within YSAQMD jurisdiction. All projects within YSAQMD's jurisdiction are subject to adopted YSAQMD rules and regulations in effect at the time of construction and operation.

3.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact with Mitigation Incorporated. The following analysis of impacts is based on whether the proposed project would conflict with or obstruct implementation of the AQAP and/or applicable portions of the State Implementation Plan, which would lead to increases in the frequency or severity of existing air quality violations. YSAQMD is the agency responsible for air quality planning and development of the air quality plan for all of Yolo County, which encompasses the entire project area. The YSAQMD air quality plans establish the strategies used to achieve compliance with the NAAQS and SAAQS in all areas within YSAQMD's jurisdiction. YSAQMD has established recommended thresholds of significance for evaluating project-related air quality effects under CEQA (YSAQMD 2007). These significance thresholds are considered the allowable amount of emissions each

project could generate without impeding the region's air quality planning efforts to maintain and attain ambient air quality standards. If these thresholds are exceeded, the project would be considered to conflict with or obstruct implementation of the applicable air quality plan. The thresholds pertinent to the evaluation of this project are 10 tons per year for ROG and NOX, and 80 pounds per day for PM10.

The proposed project would require approximately 106,000 cy of soil import for the construction of the project, specifically the land bridge component. As a comparison, the Bryte Landfill Remediation Project required approximately 180,000 cy of material transport for excavation of material from the landfill and establishment of the CAMU. The Bryte Landfill Project concluded a less-than-significant impact for both ROG and NOx, and a potentially significant impact for PM10 which was reduced to less-than-significant with the incorporation of BMPs detailed in an adopted mitigation measure (see *Bryte Landfill Remediation Project Initial Study/Proposed Mitigated Negative Declaration* [State Clearinghouse No. 2017082037], Chapter 3, Section 3.1 – Air Quality, herein incorporated by reference). The analysis for the Bryte Landfill Project used the same YSAQMD threshold criteria as those used to analyze air quality impacts of the proposed project through a qualitative comparison. Given the much smaller scale of the proposed project compared to the Bryte Landfill Project, the air quality emissions of the proposed project would have a less-than-significant impact related to air quality emissions of both ROG and NOx. However, it is unknown at this time if PM10 emissions of the proposed project would be significant, similar to the Bryte Landfill Project. Therefore, the proposed project would be considered to have a potentially significant impact related to PM10 emissions. The following mitigation measure has been identified to address this impact.

Operation and maintenance of the project site and on-site equipment would not increase emissions compared to existing operation and maintenance of the CAMU that includes occasional mowing and clearing of vegetation and maintenance of the existing stormwater drainage system and of RD 537 operation and maintenance activities.

Mitigation Measure AQ-1: Implement the Yolo-Solano Air Quality Management District's Best Management Practices for Construction Emission Control, or Measures that Perform as Well as Yolo-Solano Air Quality Management District's Best Management Practices

To reduce fugitive PM dust emissions, SAFCA shall require its contractor(s) to comply with the following best management practices for all project construction-related activities, including excavation of all embankment fill from offsite, nearby locations, and transfer and placement on site, where feasible:

1. water all active construction areas at least twice daily;

2. limit truck speed to less than 15 miles per hour when hauling soil, sand, and other loose materials;

3. apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut-and-fill operations and reseeded areas;

4. apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction project areas that are unused for at least 4 consecutive days), or continue watering for periods up to 14 days prior to soil stabilization;

5. plant vegetative ground cover in disturbed areas as soon as possible;

6. cover inactive storage piles;

7. sweep streets if visible soil material is carried out from the construction site; and treat access to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips, mulch, or gravel;

8. conduct ambient air monitoring to determine whether contaminated soils are released off-site

9. during remedial work and to ensure compliance with State and Federal air quality regulations; and

10. if dust levels cannot be controlled to below action levels with implementation of measures above, stop work until additional controls are implemented to reduce dust generation.

    Timing: During all construction activities.

    Responsibility: Sacramento Area Flood Control Agency.

Implementation of Mitigation Measure AQ-1 would reduce the potentially significant impact associated with conflicting with or obstructing implementation of the applicable air quality plan related to levels of PM10 due to project construction to a **less-than-significant level with mitigation** because emissions of PM10 would be reduced to below the YSAQMD significance threshold. Additionally, the BMPs outlined in Chapter 2, Project Description, Section 2.5.4 "Best Management Practices" would be implemented during construction activities to further reduce emissions.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less-than-Significant Impact. The significance thresholds discussed in item a) above also represent an amount of daily or annual emissions which, if exceeded, would be considered to contribute substantially to a potential air quality violation (i.e., exceedance of an ambient air quality standard). Operation and maintenance of the project site and on-site equipment would not increase emissions compared to existing operation and maintenance of the CAMU that includes occasional mowing and clearing of vegetation and maintenance of the existing stormwater drainage system. As discussed in item a), above, project emissions would be below YSAQMD thresholds of significance for ROG and NO_X, but emissions of PM10 could be above the YSAQMD significance threshold of 80 pounds per day. Therefore, this impact would be **potentially significant**. The following mitigation measure has been identified to address this impact.

Mitigation Measure: Implement Mitigation Measure AQ-1 (Implement the Yolo-Solano Air Quality Management District's Best Management Practices for Construction Emission Control, or Measures that Perform as Well as Yolo-Solano Air Quality Management District's Best Management Practices)

Timing: During construction.

Responsibility: Sacramento Area Flood Control Agency.

With implementation of Mitigation Measure AQ-1, the potentially significant impact related to violation of air quality standards would be reduced to a **less-than-significant with mitigation** because emissions of PM10 would be reduced to below the YSAQMD significance threshold.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less-than-Significant Impact. The cumulative analysis focuses on whether a specific project would result in a cumulatively considerable incremental contribution in pollutant emissions to an existing significant cumulative impact. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development with the SVAB, and this regional impact is cumulative rather than being attributable to any one source. A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and probable future development projects. For cumulative impacts, any project that would individually have a significant air quality impact over a significance threshold for ROG, NO_X, or PM_{10} would be considered cumulatively significant as well. As discussed under item b), above, the proposed project would generate temporary and short-term construction-related emissions of PM10 that exceed YSAQMD's threshold of significance and would not increase emissions from operation and maintenance of the proposed project. Therefore, this impact would be **potentially significant**. The following mitigation measure has been identified to address this impact.

> **Mitigation Measure: Implement Mitigation Measure AQ-1 (Implement the Yolo-Solano Air Quality Management District's Best Management Practices for Construction Emission Control, or Measures that Perform as Well as Yolo-Solano Air Quality Management District's Best Management Practices)**
>
> **Timing:** During construction.
>
> **Responsibility:** Sacramento Area Flood Control Agency.

With implementation of Mitigation Measure AQ-1, the potentially significant impact associated with a cumulatively considerable net increase in criteria air pollutants would be reduced to a **less-than-significant with mitigation** because emissions of PM10 would be reduced to below the YSAQMD significance threshold.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Some members of the population are especially sensitive to emissions of air pollutants and should be given special consideration in the evaluation of the project's air quality impacts. These people include children, older adults, any person with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptor, a residence, is located approximately 5,000 feet from the project site. Because of the distance (i.e., more than 1,000 feet), the potential to expose sensitive receptors to substantial pollutant concentrations would be a **less-than-significant impact**.

e) Create objectionable odors affecting a substantial number of people?

Less-than-Significant Impact. The occurrence and severity of odor impacts depend on numerous factors such as the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. Offensive odors rarely cause any physical harm, but they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies.

Construction of the proposed project is not anticipated to expose nearby off-site receptors to objectionable odors. YSAQMD lists common facilities that are known producers of odor. All facilities listed include highly odorous operations such as wastewater treatment plants, active landfills, and rendering plants. The project would not include these types of facilities and operations.

Sources that may emit odors during construction activities include exhaust from diesel construction equipment and heavy-duty trucks, which could be considered offensive to some individuals. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The closest sensitive receptor to the project site is located approximately 5,000 feet from the boundary of the project site, which would allow an opportunity for odor emissions to disperse and dilute with ambient air. Because of the diffusive properties of diesel exhaust, sensitive receptors would not be significantly affected by diesel exhaust odors associated with project construction. After construction of the proposed project, all construction-related odors would cease. Operation of the proposed project would not add any new odor sources; therefore, the project would have no operational impacts due to odors. In addition, the agricultural areas surrounding the project site are likely to experience odors due to smoke from controlled burns and wildfires, the application of agricultural chemicals, exhaust from agricultural equipment, and dust from maintenance and cultivating activities. Therefore, the proposed project is not likely to be an odor source of concern based on YSAQMD guidance. YSAQMD states that screening of potential odor impacts should be conducted for the following two situations: 1) projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate; and, 2) residential or other sensitive receptor projects or other projects that may attract people locating near existing odor sources (YSAQMD 2007). The project does not fall into either of the situations listed. Additionally, YSAQMD states that the following facilities are known to produce odors: wastewater treatment facilities, chemical manufacturing, sanitary landfill, fiberglass manufacturing, transfer station, painting/coating operations (e.g. auto body shops), composting facility, food processing facility, petroleum refinery, feed lot/dairy, asphalt batch plant, and rendering plant. The proposed project is not on the listed facility types. This impact would be **less than significant**.

3.4 Biological Resources

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES – Would the project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Information on biological resources relevant to the proposed project is based on review of aerial photographs and review of documents that address biological resources in the project vicinity. Several online biological data resources were queried, including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (iPaC) tool, and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California. Additional information on individual plant and wildlife species was also reviewed, including species habitat modelled by Yolo Habitat Conservancy (2018) that is present on and within 1 mile of the project site.

3.4.1 Environmental Setting

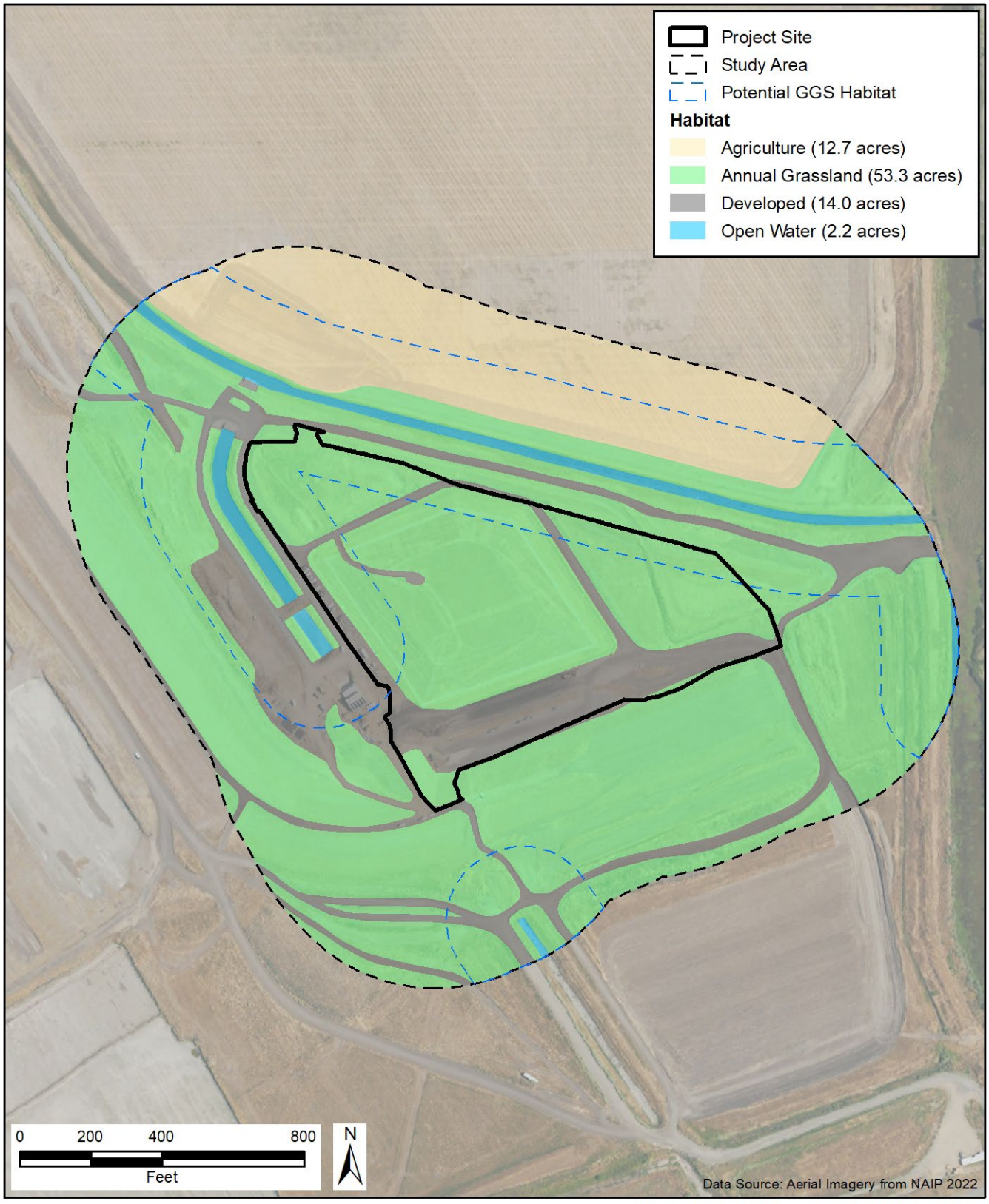
The project site is adjacent to agricultural land and is approximately 0.3 miles north of the Sacramento Bypass North Levee. A study area was identified for biological resources to include the entirety of the project site and a 500-foot-wide buffer, to account for special-status species that may be in the project vicinity that could be affected by the proposed project.

Habitat and Land Cover Types

Figure 3-1 shows habitat and land cover types present in the study area. Areas mapped as developed include County roads, the Sacramento Bypass North Levee road/County Road 126, and the project site access roads. The project site and adjacent study area support annual grassland dominated by nonnative grasses and forbs, such as ripgut brome (*Bromus diandrus*), common wild oat (*Avena fatua*), black mustard (*Brassica nigra*), and yellow starthistle (*Centaurea solstitialis*). In June 2021, the entirety of the project site and immediately adjacent portion of the study area were completely graded and stripped of vegetation as a result of construction of the Lower Elkhorn Basin Levee Setback (LEBLS) project. Since then, the project site has been hydroseeded with native grasses and new growth has started to occur.

Based on land cover mapping from the Yolo Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) (Conservancy 2018), as of 2018, the areas to the north and east of the project site were mapped as grain/hay crops and general field crops. Areas mapped as agricultural also include minor roads and weedy vegetation along field margins.

The remaining habitats, which include open water and associated emergent aquatic vegetation, are much more limited in extent. These habitats occur within the study area, including at the agricultural canals to the west between County Road 124 and the project site and north of the project site. Most of the water surface is typically unvegetated, but floating species, such as water primrose (*Ludwigia peploides*) and water hyacinth (*Eichhornia crassipes*), can be present during low-water periods, and emergent freshwater marsh species, such as cattail (*Typha latifolia*) and tule (*Schoenoplectus acutus* var. *occidentalis*), can occur along the water margins and in other shallow areas. Vegetation along the canal west of the project site appears to be regularly maintained and is much more limited due to recent disturbance.



Z:\Projects\2004743_RD537_CorpYard\G004_2004743_Habitat.mxd
19Apr2023 RS

Source: GEI Consultants, Inc., in 2023

Figure 3-1. Habitat Map

Wildlife

Agricultural and grassland habitats in the study area support a relatively low diversity of species, and due to the recent extensive disturbance by the implementation of the LEBLS project, diversity is anticipated to be even lower. Limited emergent aquatic vegetation along the canals likely supports some species typically associated with maintained emergent vegetation in the adjacent Yolo and Sacramento Bypasses, which may support marginal cover, foraging, and breeding habitat for a variety of wildlife.

A variety of birds may use habitat in the study area for nesting and/or foraging. Species that are likely to forage in or adjacent to the study area, but not nest, include Swainson's hawk (*Buteo swainsoni*), red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), American kestrel (*Falco sparverius*), American robin (*Turdus migratorius*), northern mockingbird (*Mimus polyglottos*), and California scrub-jay (*Aphelocoma californica*). Bird species with potential to forage and/or nest in or adjacent to the study area include California quail (*Callipepla californica*), mourning dove (*Zenaida macroura*), western kingbird (*Tyrannus verticalis*), Bewick's wren (*Thryomanes bewickii*), bushtit (*Psaltriparus minimus*), California towhee (*Melozone crissalis*), house finch (*Carpodacus mexicanus*), northern harrier (*Circus cyaneus*), and Bullock's oriole (*Icterus bullockii*).

Several species of common reptiles and small- and medium-sized mammals are also likely to occur in the study area, although the diversity of species in these groups is limited due to mobility. Common reptiles and mammals anticipated to occur in the study area include western fence lizard (*Sceloperus occidentalis*), gopher snake (*Pituophis catenifer*), Botta's pocket gopher (*Thomomys bottae*), jackrabbit (*Lepus californicus*), California ground squirrel (*Spermophilus beecheyii*), opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). Common amphibian and reptile species that may occur in the canals immediately adjacent to the project site include bullfrog (*Lithobates catesbeianus*) and red-eared slider (*Trachemys scripta elegans*).

Although the nearby Yolo and Sacramento Bypasses provide high-value floodplain habitat for fish and other aquatic organisms, this habitat is separated from the study area by the existing levees. Canals in and adjacent to the study area provide habitat for aquatic species tolerant of warm water, but diversity is likely low and largely limited to nonnative species. Therefore, fish species will not be discussed further in this document.

Sensitive Biological Resources

Sensitive biological resources addressed in this section include those that are afforded consideration or protection under CEQA, California Fish and Game Code, California Endangered Species Act (CESA), Endangered Species Act (ESA), Clean Water Act (CWA), and the Porter-Cologne Water Quality Control Act.

Special-status Species

Special-status species include plants and animals in the following categories:

- species officially listed by the State or Federal government as endangered, threatened, or rare;
- candidates for State or Federal listing as endangered or threatened;
- taxa (i.e., taxonomic categories or groups) that meet the criteria for listing, even if not currently included on any list, as described in State CEQA Guidelines California Code of Regulations Section 15380;

- species identified by CDFW as species of special concern;
- species listed as Fully Protected under the California Fish and Game Code;
- species afforded protection under local or regional planning documents; and
- plant taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR).

The CRPR system includes six rarity and endangerment ranks for categorizing plant species of concern. All plants with a CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used by CDFW to refer to all plant taxa inventoried in the CNDDB, regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, 2A, and 2B may qualify as endangered, rare, or threatened species within the definition of State CEQA Guidelines CCR Section 15380, and CDFW recommends that potential impacts to CRPR 1 and 2 species be evaluated in CEQA documents.

The term "California species of special concern" is applied by CDFW to animals not listed under the Federal ESA or CESA, but that are nonetheless declining at a rate that could result in listing, or that historically occurred in low numbers and have known threats to their persistence.

An initial list of special-status species that could potentially occur in or adjacent to the project site, given suitable habitat conditions are present, was developed through review of CNDDB (CDFW 2023) and CNPS Rare Plant Inventory (CNPS 2023) records from the project vicinity and a list generated by the USFWS iPaC tool (USFWS 2023).

Plants

Twenty-six special-status plant species were evaluated for their potential to occur in the study area. **Table 3-2** summarizes, for each of these species, the regulatory or CNPS listing status, habitat associations, and potential to occur in the study area. Most of these species were determined to have no potential to occur because they require alkaline soils or habitats that are not present in the study area (e.g., vernal pools). Most of the remaining species were determined to be unlikely to occur because their current distribution is restricted and habitat is limited or of low-quality within the study area. In some cases, potentially suitable habitat may be present in the study area (i.e., aquatic habitat) but is not located within the project site. Five special-status plant species were determined to have the potential to occur within the study area but not on the project site, as discussed further below.

Special-status Wildlife

Twenty-seven special-status wildlife species were evaluated for their potential to occur in the study area. **Table 3-3** summarizes, for each species, the regulatory status, habitat associations, and potential to occur in the study area. As with the plant species, most special-status wildlife species were determined to have little or no potential to occur in the study area, because of limited distribution, habitat requirements, and/or lack of recent CNDDB occurrences in the project vicinity. Nine special-status species were determined to have potential to occur within the study area, as discussed further below.

Table 3-2. Special-status Plant Species Evaluated for Potential to Occur In and Adjacent to the Project Site

Species Name	Blooming Period	Legal Status Federal/State/CRPR[1]	Habitat Associations	Potential to Occur In and Adjacent to the Project Site[2]
Ferris' milk-vetch *Astragalus tener* var. *ferrisiae*	April – June	–/–/1B.1	Meadows and seeps (vernally mesic), valley and foothill grassland (subalkaline flats). Elevation 5-245 feet.	**No potential to occur**; no suitable habitat is present in the study area.
alkali milk-vetch *Astragalus tener* var. *tener*	March – June	–/–/1B.2	Playas, valley and foothill grassland (adobe clay), vernal pools. Elevation 5-195 feet.	**Unlikely to occur;** grassland is present in the study area, however, it is only low-quality or very limited.
heartscale *Atriplex cordulata* var. *cordulata*	April – October	–/–/1B.2	Chenopod scrub, meadows and seeps, valley and foothill grassland (sandy, alkaline soils). Elevation 4-353 feet.	**No potential to occur;** no suitable habitat is present in the study area.
brittlescale *Atriplex depressa*	April – October	–/–/1B.2	Chenopod scrub, meadows and seeps, valley and foothill grassland, vernal pools (alkaline or clay soils). Elevation 5-1,050 feet.	**No potential to occur;** no suitable habitat is present in the study area.
bristly sedge *Carex comosa*	April – October	–/–/2B.1	Marshes and swamps (lake margins), valley and foothill grassland. Elevation 0-3,343 feet.	**Could occur;** suitable habitat (i.e., low-elevation marsh habitat associated with emergent vegetation in agricultural canals) is within the study area, but outside of the project site.
pappose tarplant *Centromadia parryi ssp. parryi*	May – November	–/–/1B.2	Alkaline; chenopod scrub, valley and foothill grassland; Elevation 0-1,380 feet.	**No potential to occur;** no suitable habitat is present in the study area.
palmate-bracted bird's-beak *Chloropyron palmatum*	May – November	E/E/1B.1	Alkaline soils; chenopod scrub, valley and foothill grassland. Elevation 15-510 feet.	**No potential to occur;** no suitable habitat is present in the study area.
Peruvian dodder *Cuscuta obtusiflora* var. *glandulosa*	July – October	–/–/2B.2	Marshes and swamps (freshwater). Elevation 15-920 feet.	**No potential to occur;** presumed extirpated from California since 1948.
dwarf downingia *Downingia pusilla*	March – May	–/–/2B.2	Valley and foothill grassland (mesic), vernal pools. Elevation 5-1,318 feet.	**No potential to occur;** no suitable habitat is present in the study area.
Jepson's coyote thistle *Eryngium jepsonii*	April – August	–/–/1B.2	Clay; valley and foothill grassland, vernal pools. Elevation 10-985 feet.	**Unlikely to occur;** grassland is present in the study area but no occurrences in or around study area.
San Joaquin spearscale *Etriplex joaquinana*	April - October	–/–/1B.2	Alkaline soils; playa, chenopod scrub, meadows and seeps, valley and foothill grassland. Elevation 5-2,740 feet.	**No potential to occur;** no suitable habitat is present in the study area.
Boggs Lake hedge-hyssop *Gratiola heterosepala*	August – September	–/E/1B.2	Clay; marshes and swamps (lake margins), vernal pools. Elevation 11-6361 feet.	**No potential to occur;** no suitable habitat is present in the study area.

Species Name	Blooming Period	Legal Status Federal/State/CRPR[1]	Habitat Associations	Potential to Occur In and Adjacent to the Project Site[2]
woolly rose-mallow *Hibiscus lasiocarpos var. occidentalis*	August – September	–/–/1B.2	Often in riprap on sides of levees; marshes and swamps (freshwater). Elevation 0-395 feet.	**Could occur;** suitable habitat (i.e., low-elevation marsh habitat associated with emergent vegetation in agricultural canals) is within the study area, but outside of the project site.
alkali-sink goldfields *Lasthenia chrysantha*	February – June	–/–/1B.1	Occurs in alkali sinks, valley grasslands, and wetland-riparian communities. Elevation 7-328 feet.	**No potential to occur;** no suitable habitat is present in the study area.
legenere *Legenere limosa*	April - June	–/–/1B.1	Occurs in vernal pools and other moist habitats. Elevation 4-3491 feet.	**No potential to occur;** no suitable habitat is present in the study area.
Heckard's pepper-grass *Lepidium latipes* var. *heckardii*	March – May	–/–/1B.2	Valley and foothill grassland (alkaline soils). Elevation 5-655 feet.	**No potential to occur;** no suitable habitat is present in the study area.
Mason's lilaeopsis *Lilaeopsis masonii*	April – November	–/R/1B.1	Marshes and swamps (brackish or freshwater); generally found on bare depositional soils in Delta tidal zones. Elevation 15-5,710.	**No potential to occur;** no suitable habitat is present in the study area.
Baker's navarretia *Navarretia leucocephala ssp. bakeri*	April – July	–/–/1B.1	Mesic; cismontane woodland, lower montane coniferous forest, meadows and seeps, valley and foothill grassland, vernal pools. Elevation 13-6298 feet.	**Unlikely to occur;** grassland is present in the study area, however, it is only low-quality or very limited.
Colusa grass *Neostapfia colusana*	May – August	T/E/1B.1	Vernal pools (adobe, large). Elevation 15-655 feet.	**No potential to occur;** no suitable habitat is present in the study area.
bearded popcornflower *Plagiobothrys hystriculus*	April – May	–/–/1B.1	Often vernal swales, also valley and foothill grassland (mesic), vernal pools margins. Elevation 0-900 feet.	**No potential to occur;** no suitable habitat is present in the study area.
California alkali grass *Puccinellia simplex*	April – May	–/–/1B.2	Alkaline, vernally mesic; sinks, flats, and lake margins; Chenopod scrub, meadows and seeps, valley and foothill grassland, vernal pools. Elevation 5-3,050 feet.	**No potential to occur;** no suitable habitat is present in the study area.
Sanford's arrowhead *Sagittaria sanfordii*	April – May	–/–/1B.2	Marshes and swamps (assorted shallow freshwater). Elevation 0-2,135 feet.	**Could occur;** suitable habitat is within the study area (i.e., low-elevation marsh habitat associated with emergent vegetation in agricultural canals), but outside of the project site.
Keck's checkerbloom *Sidalcea keckii*	April – May	E/–/1B.1	Cismontane woodland and valley/foothill grassland; Elevation 245-2,135 feet.	**No potential to occur;** no suitable habitat is present in the study area.

Species Name	Blooming Period	Legal Status Federal/State/CRPR[1]	Habitat Associations	Potential to Occur In and Adjacent to the Project Site[2]
Suisun Marsh aster *Symphyotrichum lentum*	May – November	–/–/1B.2	Marshes and swamps (brackish and freshwater). Elevation 0-10 feet.	**Could occur;** suitable habitat is within the study area (i.e., low-elevation marsh habitat associated with emergent vegetation in agricultural canals), but outside of the project site..
saline clover *Trifolium hydrophilum*	April – June	–/–/1B.2	Marshes and swamps, valley and foothill grassland (mesic, alkaline), vernal pools. Elevation 0-985 feet.	**Could occur.** grassland is present in the study area, however, it is only low-quality or very limited; low-elevation marsh habitat associated with emergent vegetation in agricultural canals is within the study area, but outside of the project site.
Crampton's tuctoria or Solano grass *Tuctoria mucronata*	May – November	E/E/1B.1	Valley and foothill grassland (mesic), vernal pools. Elevation 15-35 feet.	**No potential to occur.** no suitable habitat is present in the study area.

Notes: CRPR = California Rare Plant Rank

[1] Legal Status Definitions:

E Plant species listed as Endangered under the Federal and/or California Endangered Species Act.

T Plant species listed as Threatened under the Federal Endangered Species Act.

R Plant species listed as rare under the California Native Plant Protection Act. This category is no longer used for newly listed plants, but some plants previously listed as rare retain this designation.

– No listing under the Federal and/or California Endangered Species Act.

1B Plant species considered Rare, Threatened, or Endangered in California and elsewhere.

2B Plant species considered Rare or Endangered in California but more common elsewhere.

California Rare Plant Rank Extensions:

.1 Seriously threatened in California.

.2 Moderately threatened in California.

[2] Potential for Occurrence Definitions

Known to occur: The species, or evidence of its presence, was observed in the project site during previous field surveys (as reported in background information materials) or was recently reported by others.

Could occur: Extant species distribution, habitat conditions, behavior of the species, known occurrences (as documented in the CNDDB, or USFWS and/or CNPS databases) in the project vicinity, or other factors, indicate that the species could occur.

Unlikely to occur: Although the project site is located within the extant range of the species, the species is unlikely to be present because of very restricted distribution and/or because only low-quality habitat or very limited habitat is present in the project site and vicinity.

No potential to occur: The project site is located outside of the species extant distribution and/or potential habitat to support the species is not present.

Sources: Baldwin et al. 2012; CDFW 2023; CNPS 2023a; CNPS 2023b; USFWS 2023; data collected and compiled by GEI Consultants Inc., in 2023

Table 3-3. Special-status Wildlife Species Evaluated for Potential to Occur In and Adjacent to the Project Site

Species Name	Legal Status Federal/State[1]	Habitat Associations	Potential to Occur In and Adjacent to the Project Site[2]
Crotch bumble bee *Bombus crotchii*	–/C	Open grassland and scrub. Primarily nests underground and requires flowering plants for foraging.	**Unlikely to occur**; while flowering plants on-site could provide foraging opportunities, the grasslands on the project site are disturbed and generally low quality.
western bumble bee *Bombus occidentalis*	–/C	Meadows and grasslands with abundance floral resources. Primarily nests underground.	**Unlikely to occur**; while flowering plants on-site could provide foraging opportunities, the grasslands on the project site are disturbed and generally low quality.
conservancy fairy shrimp *Branchinecta conservatio*	E/–	Vernal pools and other seasonal wetlands.	**No potential to occur**; no suitable habitat is present in the study area.
vernal pool fairy shrimp *Branchinecta lynchi*	T/–	Vernal pools and other seasonal wetlands.	**No potential to occur**; no suitable habitat is present in the study area.
Monarch butterfly *Desmocerus californicus dimorphus*	C/–	Overwinter in forested areas for protection, typically preferring eucalyptus trees, and breed where nectar and milkweed are readily available.	**Unlikely to occur**; plants on-site could provide foraging opportunities; however, a recent occurrence is almost 2 miles away (Monarch Mapper 2018) and the grasslands on the project site are disturbed and generally low quality.
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T/–	Closely associated with blue elderberry, an obligate host for the beetle larvae.	**No potential to occur**; no suitable habitat (i.e., no elderberry shrubs) is present in the study area.
vernal pool tadpole shrimp *Lepidurus packardi*	E/–	Vernal pools and other seasonal wetlands.	**No potential to occur**; no suitable habitat is present in the study area.
California tiger salamander *Ambystoma californiense*	T/T	Typically, in annual grassland of lower hills and valleys with temporary and permanent ponds and in streams.	**No potential to occur**; no suitable habitat is present in the study area.
northwestern pond turtle *Actinemys marmorata*	–/SSC	Permanent or nearly permanent water bodies with abundant vegetation and rocky or muddy bottoms.	**Could occur**; canals adjacent to the project site and associated grassland provide potentially suitable habitat.
giant garter snake *Thamnophis gigas*	T/T	Aquatic habitat with emergent herbaceous vegetation and adjacent upland habitat for cover and refuge from flooding.	**Could occur**; canals adjacent to the project site and associated grassland provide potentially suitable habitat.
tricolored blackbird *Agelaius tricolor*	–/T, SSC	Forages in grasslands, agricultural fields, and other open habitats; nests in marshes and other dense vegetation.	**Could occur**; grasslands and agricultural fields adjacent to the project site provide foraging habitat. No suitable nesting habitat is in the study area.
grasshopper sparrow *Ammodramus savannarum*	–/SSC	Nests and forages in natural grasslands, typically on rolling hills and lowland plains.	**No potential to occur**; no suitable nesting or foraging habitat is present in the study area.
burrowing owl *Athene cunicularia*	–/SSC	Nest and forages in grasslands and agricultural fields with natural of artificial burrows or friable soils.	**Could occur**; grasslands, agricultural fields, and canal margins adjacent to the project site provide potential habitat.

Species Name	Legal Status Federal/State[1]	Habitat Associations	Potential to Occur In and Adjacent to the Project Site[2]
Swainson's hawk *Buteo swainsonii*	–/T	Forages in grasslands and agricultural fields; nests in open woodland or scattered trees.	**Could occur**; foraging habitat is present in study area. No suitable nesting habitat is in the study area, although species is known to nest nearby in Sacramento and Yolo Bypasses.
western snowy plover *Charadrius alexandrines nivosus*	T/SSC	Primarily a coastal species but scattered inland breeding populations exist.	**Unlikely to occur**; suitable foraging habitat may be present nearby; however, there is no suitable nesting habitat or documented nesting populations in the study area (Shuford and Gardali 2008).
mountain plover *Charadrius montanus*	–/SSC	Wintering birds can be found in any shortgrass habitat, including alkali flats, burned fields, and tilled farms primarily from September to March.	**Could occur**; suitable foraging habitat is present on the project site; however, this species does not nest in California (Shuford and Gardali 2008). No recent occurrences in or adjacent to project site.
northern harrier *Circus cyaneus*	–/SSC	Nests and forages in grasslands, agricultural fields, and marshes.	**Could occur**; grasslands and field crops adjacent to project site provide foraging and nesting habitat.
western yellow-billed cuckoo *Coccyzus americanus occidentalis*	T/E	Forages in a variety of riparian habitats, but nests in extensive riparian thicket or forest with dense, low vegetation.	**No potential to occur**; no suitable foraging or nesting habitat is present in the study area.
white-tailed kite *Elanus leucurus*	–/FP	Forages in grasslands and agricultural fields; nests in woodlands and isolated trees and.	**Could occur**; foraging habitat is present in study area. No suitable nesting habitat is in the study area, although species is known to nest nearby in Sacramento and Yolo Bypasses.
California black rail *Laterallus jamaicensis coturniculus*	–/T, FP	Nests in marshes and wet meadows, including riparian marshes, wetlands, and coastal prairies. They require shallow water and vegetation cover.	**No potential to occur**; no suitable habitat is present in the study area.
song sparrow ("Modesto" population) *Melospiza melodia*	–/SSC	Nests and forages in emergent freshwater marsh and riparian scrub and woodland.	**Could occur**; no suitable nesting or foraging habitat present in study area, but species is known to occur less than 0.5 mile away (eBird 2023).
purple martin *Progne subis*	–/SSC	Nests in bridges in urban area and forages in adjacent open habitat.	**Unlikely to occur**; suitable foraging habitat is minimal, and no suitable nesting habitat present in the study area.
bank swallow *Riparia riparia*	–/T	Nests in vertical banks or bluffs of suitable soil, typically adjacent to water, and forages in adjacent open habitat.	**Unlikely to occur**; no suitable nesting habitat and marginal foraging habitat present in the study area.
least Bell's vireo *Vireo bellii pusillus*	E/E	Typically occurs in structurally diverse riparian habitat with dense shrub layer.	**Unlikely to occur**; no suitable nesting or foraging habitat present in the study area.
yellow-headed blackbird *Xanthocephalus xanthocephalus*	–/SSC	Nests in reedy marshes, prairies, and parks; winters in open agricultural fields and pastures.	**Unlikely to occur**; Although suitable wintering habitat is present within and adjacent to the project site; this species is known as a colonial nester and there are no recent documented occurrences of nesting populations within the study area (CDFW 2023; eBird 2023).
pallid bat *Antrozous pallidus*	–/SSC	Wide variety of habitats and roosts in tree cavities and caves, as well as artificial sites (e.g., bridges and buildings).	**No potential to occur**. No suitable roosting habitat present in the study area.

Species Name	Legal Status Federal/State[1]	Habitat Associations	Potential to Occur In and Adjacent to the Project Site[2]
American badger *Taxidea taxus*	–/SSC	Arid, open grassland, shrubland, and woodland with soils suitable for burrowing.	**Unlikely to occur**. Although suitable habitat is present in the study area, this species is highly dependent on friable soils, which are not present on the compacted and highly disturbed project site.

Notes: CNDDB = California Natural Diversity Database

[1] Legal Status Definitions:

E Wildlife species listed as Endangered under the Federal and/or California Endangered Species Act.

T Wildlife species listed as Threatened under the Federal Endangered Species Act.

FP Wildlife species listed as Fully Protected under the California Fish and Game Code.

C Wildlife species identified as a candidate species for listing under the California Endangered Species Act.

SSC Wildlife species listed as Species of Special Concern by the California Department of Fish and Wildlife.

– No status under Federal and/or California laws and regulations.

[2] Potential for Occurrence Definitions:

Known to occur: The species, or evidence of its presence, was observed in the project site during previous field surveys (as reported in background information materials) or was recently reported by others.
Could occur: Extant species distribution, habitat conditions, behavior of the species, known occurrences (as documented in the CNDDB or USFWS database) in the vicinity, or other factors, indicate that the species could occur.
Unlikely to occur: Although the project site is located within the extant range of the species, the species is unlikely to be present because of very restricted distribution and/or because only low-quality habitat or very limited habitat is present in the project site and vicinity.
No potential to occur: The project site is located outside of the species extant distribution and/or potential habitat to support the species is not present.

Sources: CDFW 2023; USFWS 2023; data collected and compiled by GEI Consultants Inc., in 2023

Plants

Bristly sedge *(Carex comosa),* Woolly rose-mallow (*Hibiscus lasiocarpos* var. *occidentalis*),Sanford's arrowhead (*Sagittaria sanfordii*), Suisun Marsh aster *(Symphyotrichum lentum),* and saline clover *(Trifolium hydrophilum)* are the only specal-status plants that were determined to have the potential to occur in the study area. Both species occur in freshwater habitats, and the canals adjacent to the project site provide potentially suitable habitat for them. However, there would be no project-related work occurring within the canals, so there is no potential to affect habitat for these two special-status plants.

Reptiles

Potentially suitable aquatic habitat for northwestern pond turtle (*Actinemys marmorata*), modeled by the Yolo Habitat Conservancy, includes the canal bordering County Road 124 immediately west of the project site and the canal immediately north of the project site, but habitat quality is marginal because of the steep banks and general lack of aquatic vegetation and basking features. Potential nesting habitat for pond turtle is very limited because of the predominance of agriculture in the area, but there is limited potential for pond turtles to nest in upland habitats of the canals.

These canals were also determined to be suitable for giant garter snake, and adjacent grassland habitat may provide suitable upland cover and refuge. There would be no project-related work occurring within the canals, so no impact to aquatic habitat for giant garter snake or western pond turtle would occur. However, disturbance to the associated upland grassland habitat would occur as a result of project implementation.

Birds

Several special-status birds, primarily raptors, were determined to have moderate or high potential to occur in or adjacent to the study area, primarily for foraging. The study area does not have any trees suitable for nesting, although there are large trees along the Sacramento Bypass and Tule Canal that provide potential nest sites for Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*). Burrowing owls (*Athene cunicularia)* could occur in grassland habitat and along the margins of agricultural fields and canals, but there is no suitable nesting habitat in the study area, and the nearest documented occurrences are from across the Sacramento Bypass approximately 1 mile south of the project site. Northern harrier (*Circus cyaneus*) could nest in grasslands and field crops adjacent to the study area; however, higher quality and less disturbed habitat is present in the bypasses. Canals and agricultural fields adjacent to the project site provide marginal quality nesting and foraging habitat for tricolored blackbird (*Agelaius tricolor*), but this species is also more likely to use habitat in the bypasses and no suitable nesting habitat is present in the study area. While Modesto song sparrow (*Melospiza melodia*) is known to nest along canals (Shuford and Gardali 2008), the canals immediately adjacent to the project site do not provide suitable nesting habitat due to the lack of riparian vegetation present. However, they have been documented less than 0.5 mile away from the study area (eBird 2023) and have potential to use the site and canals for foraging. Mountain plover (*Charadrius montanus)* may use the study area and surrounding agricultural crops for foraging and overwintering, but the species does not nest in the Central Valley and there are no nearby recent occurrences.

Habitat modeled by Yolo Habitat Conservancy includes approximately 9 acres of foraging habitat for Swainson's hawk, white-tailed kite, and tricolored blackbird present on the project site. This is a very small proportion of the approximately 1,200-2,600 acres of foraging habitat, depending on the species, available within 1 mile of the project site.

Sensitive Habitats

Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through CEQA, Section 1602 of the California Fish and Game Code, Section 404 of the CWA, and the Porter-Cologne Act. Sensitive natural habitats may be of special concern for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species.

Critical Habitat

Critical habitat is a geographic area containing features determined by USFWS or NMFS to be essential to the conservation of a species listed as threatened or endangered under the ESA. The Yolo Bypass, and in some cases the Sacramento Bypass, is designated critical habitat for several Federally threatened or endangered fish species. The Bypasses are also considered Essential Fish Habitat for Chinook salmon (*Onchorhynchus tshawytscha*), which includes waters and substrate necessary for spawning, breeding, feeding, or growth to maturity within currently and historically accessible habitat. However, these habitat designations do not include areas landside of the bypass levees, and there is no designated critical habitat for any special-status plant or wildlife species in the project vicinity.

Other Habitats Protected under Federal and State Regulations

Under Section 404 of the Federal CWA, U.S. Army Corps of Engineer (USACE) regulates discharge of dredged or fill material into aquatic features that qualify as waters of the United States; wetlands that support hydrophytic vegetation, hydric soil types, and wetland hydrology may also qualify for USACE jurisdiction under Section 404 of the CWA. Under Section 401 of the CWA, the Central Valley RWQCB regulates discharge of dredged or fill material into waters of the United States to ensure such activities do not violate State or Federal water quality standards. The Central Valley RWQCB also regulates waters of the State, in compliance with the Porter-Cologne Act. In addition, all diversions, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources is subject to the regulatory approval of CDFW pursuant to Section 1602 of the California Fish and Game Code.

Canals in the study area qualify as jurisdictional waters protected under Sections 404 and 401 of the CWA and waters of the State under the Porter-Cologne Act. The canals are also regulated under Section 1602 of the California Fish and Game Code. However, there will be no project-related work occurring within the canals, and the project would have no effect on jurisdictional waters.

Sensitive Natural Communities

CDFW maintains a list of terrestrial natural communities that are native to California, the *List of Vegetation Alliances and Associations* (CDFG 2010). Within that list, CDFW identifies and ranks natural communities of special concern (NCSC) considered to be highly imperiled. Occurrences of NCSC are included in the CNDDB; however, no new occurrences have been added to the CNDDB since the mid-1990s. No NCSC occurrences are documented in the study area, and no vegetation types that rank as NCSC are present.

3.4.2 Discussion

This impact discussion focuses on resources with reasonable potential to be affected by construction of the proposed project. Operation and maintenance of the project site would be the same as existing conditions and are, therefore, not addressed further. Therefore, plant and wildlife species that are unlikely to occur in

the study area (because of a lack of suitable habitat, known extant range of the species, and/or lack of occurrence records) are not addressed in this discussion. Critical habitat for special-status plants and wildlife species is not addressed, because there is no designated critical habitat in the study area.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Special-status Plants

No Impact. No special-status species are determined to have potential to occur within the habitats within the project site. Although five special-status plants (bristly sedge, woolly rose-mallow, Sanford's arrowhead, Suisun Marsh aster, and saline clover*)* are determined to have reasonable potential to occur immediately outside of the project site in the western and northern canals, no work would occur within the canals. Therefore, the project would have no impact on special-status plant species, because project activities would occur only within the project site boundaries and avoid the agricultural canals where these species could be present.

Special-status Wildlife

Giant Garter Snake

Less-than-Significant Impact with Mitigation Incorporated. The canal between County Road 124 and the project site and the canal north of the project site provides suitable aquatic habitat for giant garter snake; construction activities and use of haul routes could kill, injure, or displace giant garter snakes, if the snakes are present in adjacent upland habitat or crossing the roads during construction. However, the project site and western canal have been heavily disturbed by recent construction and now provide only marginally suitable upland and aquatic habitat. Nonetheless, there is a potential for this species to occur in the study area. There would be no work occurring within the canals, so no impact to this species' aquatic habitat would occur. The risk of harm, harassment, injury, and mortality to individuals of this Federally and State-listed species during construction activities is a potentially significant impact. The following mitigation measures have been identified to address this impact.

Mitigation Measure BIO-1: Minimize Effects to Biological Resources.

1. **Conduct a worker environmental awareness program (WEAP) trainings to all staff that will be on-site during construction.** A qualified biologist shall provide a WEAP training to cover species identification, habitat, life history, and conservation measures for all special-status species with potential to occur within the project site. Training may consist of showing a video prepared by a qualified biologist, or an in-person presentation by a qualified biologist. In addition to the video or in-person presentation, training may be supplemented with the distribution of approved brochures and other materials that describe protected resources and methods for avoiding effects.

2. **Conduct preconstruction surveys prior to the start of construction for all special-status species with potential to occur.** A qualified biologist shall conduct a general preconstruction survey at least 24 hours before the start of ground disturbance to identify potential presence of all special-status species with potential to occur on the project site. This survey will focus on giant garter snake, burrowing owl, and western pond turtle, but all

species will be surveyed for. If there is a lapse in ground disturbing activities for two weeks or more, another preconstruction survey will be conducted.

3. **Erect and Maintain High-visibility Fencing during Construction to Protect Sensitive Biological Resource Areas.** Before beginning construction activities, high-visibility fencing shall be erected to protect areas of sensitive biological resources that are located adjacent to construction areas, but can be avoided (i.e., the northern and western canals). The fencing shall restrict encroachment of personnel and equipment into these areas. The fencing may be removed only when the construction within a given area is completed.

4. **A biologist will be on-call and available for monitoring or relocation of identified species during project construction.** A qualified biologist shall be available daily, as needed, to be on-site for necessary monitoring or for any biological needs that may occur on the project site during construction activities.

   Timing: Before and during construction.

   Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-2: Minimize Effects on Giant Garter Snake.

SAFCA shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing giant garter snake in the Yolo County HCP/NCCP (Conservancy 2018). SAFCA shall coordinate with USFWS and CDFW to determine acceptable methods for minimizing or compensating for effects on giant garter snake and its habitat if compliance with the Yolo County HCP/NCCP would not mitigate impacts. SAFCA shall ensure that the measures described below are implemented to minimize and compensate for effects of the project on giant garter snake, such that there is no net loss of habitat for the species.

1. **Conduct Initial Earth-movement Activities within Suitable Upland Habitat for Giant Garter Snake between May 1 and October 1.** When possible, SAFCA shall complete ground-disturbing activities within suitable upland habitat for the giant garter snake between May 1 and October 1. Initial earth-moving is expected to correspond with the snake's active season (as feasible in combination with minimizing disturbance of nesting Swainson's hawks). Work in giant garter snake upland habitat may also occur between October 2 and November 1 or April 1 through April 30, provided ambient air temperatures exceed approximately 75ºF during work and maximum daily air temperatures have exceeded approximately 75ºF for at least 3 consecutive days immediately preceding work. During these periods, giant garter snakes are more likely to be active in aquatic habitats and less likely to be found in upland habitats.

2. **Stop Work if a Giant Garter Snake is Observed in Construction Area and Allow Snakes to Leave the Construction Area on Their Own or Have Qualified Biologist Capture and Relocate Giant Garter Snake.** If a possible giant garter snake is observed in a construction area, SAFCA shall stop work until the snake moves out of the area of construction activity and will notify a qualified biologist immediately. If possible, the snake shall be allowed to leave on its own volition, and the qualified biologist shall remain in the area until the biologist deems his or her presence no longer necessary to ensure that the snake is not harmed. Alternatively, with prior CDFW and USFWS approval, the qualified biologist

may capture and relocate the snake to suitable habitat at least 200 feet from the construction area. SAFCA shall notify CDFW and USFWS by telephone or email within 24 hours of a giant garter snake observation during construction activities. If the snake does not voluntarily leave the construction area and cannot be captured and relocated unharmed, construction activities within approximately 200 feet of the snake shall stop to prevent harm to the snake, and CDFW and USFWS shall be consulted to identify next steps. In that case, SAFCA shall implement the measures recommended by CDFW and USFWS before resuming construction activities in the area.

3. **Restore All Suitable Giant Garter Snake Habitat Subject to Temporary Ground-disturbance to Pre-project Conditions.** After remediation activities are complete, SAFCA shall ensure that all suitable giant garter snake habitat subject to temporary earth-movement, is restored to pre-project conditions. These areas shall be recontoured, if appropriate, and revegetated with appropriate native plant species to promote restoration of the area to pre-project conditions or better. Appropriate methods and plant species used to revegetate such areas shall be determined in consultation with USFWS and CDFW.

   Timing: Before and during construction.

   Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measures BIO-1 and BIO-2 would reduce the potentially significant impact associated with take of giant garter snake to a **less-than-significant with mitigation** because the project would avoid and minimize impacts on giant garter snake and its habitat.

Northwestern Pond Turtle

Less-than-Significant Impact with Mitigation Incorporated. Canals outside but adjacent to the project site provide aquatic habitat for pond turtles. Individuals could also be disturbed and displaced from occupied habitat by nearby construction activities. The canal between County Road 124 and the project site provides suitable aquatic habitat for northwestern pond turtle; individuals could be disturbed and temporarily displaced from occupied habitat by nearby construction activities. Ground-disturbance and haul routes could result in direct injury or mortality of turtles if those areas are used for basking, hibernating, or nesting. Because individuals could be killed, injured, or displaced during construction activities, this is considered a potentially significant impact. The following mitigation measures have been identified to address this impact.

Mitigation Measure: Implement Mitigation Measure BIO-1: Minimize Effects to Biological Resources.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-3: Avoid and Minimize Impacts to Northwestern Pond Turtle and Its Habitats.

To avoid and minimize effects of project activities on northwestern pond turtle, SAFCA shall ensure that the measures described below are implemented, or alternatively, SAFCA shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing northwestern pond turtle in the Yolo County HCP/NCCP (Conservancy 2018).

1. **Stop Work if Northwestern Pond Turtle Observed in Construction Area and, with CDFW Approval, Move Animal to the Nearest Suitable Habitat Outside the Area if Found On-site.** If northwestern pond turtles are observed in a construction area, SAFCA shall stop work within approximately 200 feet of the turtle, and a qualified biologist shall be notified immediately. If possible, the turtle shall be allowed to leave the construction area on its own and the qualified biologist shall remain in the area until the biologist deems his or her presence no longer necessary to ensure that the turtle is not harmed. Alternatively, the qualified biologist may attempt to capture and relocate the turtle, unharmed and with prior CDFW approval, to suitable habitat at least 200 feet from the construction area.

   Timing: Before and during construction.

   Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measures BIO-1 and BIO-3 would reduce the potentially significant impact associated with adverse impacts to northwestern pond turtle to a **less than significant with mitigation** because the project would avoid and minimize disturbance to pond turtles and their habitat.

Burrowing Owl

Less-than-Significant Impact with Mitigation Incorporated. Grasslands, agricultural fields and canal margins in and adjacent to the project site provide potentially suitable habitat for burrowing owls. Construction activities that require earth-movement within areas of potentially suitable burrowing owl habitat could result in loss of occupied burrows. This could cause injury or mortality of burrowing owls, if they are present within the burrows when earth-moving occurs. If disturbance levels are high enough, owls could be displaced from active burrows, potentially resulting in abandonment of active nests and loss of eggs or young. Because of the potential for destruction and/or disturbance of occupied burrows, if present in the project site during construction remediation activities, this would be a potentially significant impact**.** The following mitigation measures have been identified to address this impact.

Mitigation Measure: Implement Mitigation Measure BIO-1: Minimize Effects to Biological Resources.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-4a: Conduct a Habitat Assessment and Focused Surveys for Burrowing Owls, and Avoid Impacts.

To avoid effects of construction activities on burrowing owls, SAFCA shall ensure that the following measure is implemented, or alternatively, SAFCA shall comply with applicable

survey, mitigation, and other provisions of the conservation measures addressing burrowing owls in the Yolo County HCP/NCCP (Conservancy 2018). SAFCA shall implement Mitigation Measure BIO-5b described below.

2. **Conduct an Assessment of Burrowing Owl Habitat Suitability in Areas Subject to Project-related Disturbance and Conduct a Focused Survey for Burrowing Owl.** Prior to construction, a qualified biologist shall conduct an assessment of burrowing owl habitat suitability in areas subject to project-related disturbance. The assessment shall evaluate the area subject to direct impact, as well as adjacent areas within up to 500 feet, depending on the potential extent of indirect impact. If suitable burrows or sign of burrowing owl presence are observed, a focused survey for burrowing owls shall be conducted in areas of suitable habitat within the area of potential direct and indirect impact. The survey shall be conducted in accordance with Appendix D of the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) and the Yolo HCP/NCCP (Conservancy 2018). A letter report documenting the survey methods and results shall be prepared and submitted to CDFW.

   Timing: Before construction.

   Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-4b: If Surveys Detect Burrowing Owl in the Study Area, Implement Measures to Avoid and Minimize Effects to Burrowing Owl and Establish Protective Buffers Around Occupied Burrows and Monitor.

If the focused surveys described above in Mitigation Measure BIO-4a have been completed and burrowing owl are detected at the project site, SAFCA shall coordinate with CDFW to determine acceptable methods for avoiding and minimizing effects on this species. SAFCA shall ensure that the measures described below are implemented to avoid and minimize effects of the project on burrowing owl, such that there is no direct loss of individuals of this species or project-related nest failure.

3. **Consult with CDFW Regarding Best Approach to Avoid and Minimize Potential Impacts to Burrowing Owl if Active Burrows Are Observed and Implement Measures.**

A qualified biologist shall determine acceptable methods for avoiding and minimizing effects on this species, in accordance with the *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) and the Yolo HCP/NCCP (Conservancy 2018). Measures may include implementing no-disturbance buffers (required during the breeding season) and developing and implementing upon CDFW approval a Burrowing Owl Exclusion Plan.

4. **Provide a Protective Buffer for Occupied Burrows during the Breeding Season and Monitor Burrows to Ensure that Project Activities do not Result in Adverse Effects on Nesting Burrowing Owls.**

Burrows occupied during the breeding season (February 1 through August 31) shall be provided with a protective buffer until a qualified biologist verifies through noninvasive means that either (1) the birds have not begun egg-laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer will depend on distance from the nest to area of project disturbance, type and intensity of disturbance, presence

of visual buffers, and other variables that could affect susceptibility of the owls to disturbance. Monitoring shall be conducted to confirm that project activity is not resulting in detectable adverse impacts on nesting burrowing owls.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measures BIO-1, BIO-4a, and BIO-4b would reduce the potentially significant impact associated with adverse impacts to burrowing owl to **less than significant with mitigation** because the project would avoid and minimize disturbance adjacent to occupied burrows, such that there is no net loss of individuals of this species or project-related nest failure.

Other Special-status Birds

Less-than-Significant Impact with Mitigation Incorporated. The study area provides suitable foraging habitat and select nesting habitat for five additional special-status bird species—Swainson's hawk, white-tailed kite, northern harrier, tricolored blackbird, and Modesto song sparrow. These species are likely to only use the study area for foraging because there is no suitable nesting habitat for these species in the study area (i.e., trees or riparian habitat for Swainson's hawk, white-tailed kite, tricolored blackbird, and Modesto song sparrow) or because higher-quality nesting habitat for norther harrier is available in adjacent areas. The project site is already a disturbed area and only provides marginally suitable foraging habitat. This habitat disturbance and loss is unlikely to substantially disrupt foraging activities of any of these species, because thousands of acres of similar and higher-quality habitat are present in the immediate vicinity.

Construction activities would likely include noise and visual disturbances temporarily during the nesting season that could disturb birds nesting nearby, potentially resulting in nest failure. Disturbance of nesting pairs of sufficient magnitude could result in nest abandonment, a reduction in the level of care provided by adults (e.g., duration of brooding, frequency of feeding), or premature fledging of young. Although the likelihood is low, active nests could occur, in the case of northern harrier, in grassland subject to ground disturbance, potentially resulting in direct destruction of an active nest and loss of the eggs or young.

Additionally, construction activities could result in removal of active ground nests of common bird species, which would violate the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The list of protected migratory birds includes many common species not otherwise protected under Federal, State, regional, or local laws. Loss of active nests of such species during project implementation would not substantially reduce their abundance or cause any species to drop below self-sustaining levels and would not constitute a significant impact under CEQA. Regardless, SAFCA would conduct pre-construction surveys and implement appropriate avoidance measures included in its standard construction general conditions to ensure there is no direct loss of active nests of common nesting birds protected by MBTA or California Fish and Game Code. These impacts are considered potentially significant.

The following mitigation measures have been identified to address impacts related to nest failure.

Mitigation Measure: Implement Mitigation Measure BIO-1: Minimize Effects to Biological Resources.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-5a: Conduct Focused Surveys for Nesting Special-status Birds and Avoid Impacts.

To avoid effects of remediation activities on nesting special-status birds, SAFCA shall ensure that the following measures are implemented. If avoidance consistent with these measures cannot be achieved, SAFCA shall implement the minimization measures included in Mitigation Measure BIO-5b described below. SAFCA also shall comply with applicable survey, mitigation, and other provisions of the conservation measures addressing Swainson's hawk, white-tailed kite, and tricolored blackbird in the Yolo County HCP/NCCP (Conservancy 2018).

3. **Conduct Vegetation Removal between September 16 and January 31 to the Extent Feasible.** Vegetation removal shall be conducted between September 16 and January 31, to the extent feasible, to minimize potential loss of active bird nests.

4. **Conduct Pre-construction Surveys for Active Nests of Special-status Birds in Areas of Suitable Habitat before Starting Construction.** If construction activities that could affect suitable habitat for special-status birds cannot be conducted outside of the respective nesting seasons, SAFCA shall complete pre-activity surveys for nesting birds. Surveys of all potential nesting habitat in the area shall be conducted by a qualified biologist during the nesting season. Surveys shall be conducted within suitable nesting habitat that could be affected by construction activities and shall include a 0.5-mile buffer area (or larger area if required by established survey protocol) surrounding these areas.

   Where appropriate, pre-activity surveys shall follow established survey protocols or guidelines. These protocols include the following:

   - Staff Guidance Regarding Avoidance of Impacts to Tricolored Blackbird Breeding Colonies on Agricultural Fields in 2015 (CDFW 2015)

   - Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (SHTAC 2000)

If no established survey protocol exists, the qualified biologist shall complete surveys no more than 1 week prior to the start of the activity, or no more than 2 weeks prior to the restart of the activity after the activity has lapsed. If no nesting birds are detected during pre-activity surveys, no additional mitigation measures are required.

Timing: Before construction.

Responsibility: Sacramento Area Flood Control Agency.

Mitigation Measure BIO-5b: If Avoiding Construction-related Effects on Nesting Special-status Birds is Infeasible, Implement Minimization Measures.

If the measures described above in Mitigation Measure BIO-5a have been completed and avoiding effects on nesting special-status birds is infeasible, SAFCA shall coordinate with CDFW to determine acceptable methods for minimizing effects on these species. SAFCA shall

ensure that the measures described below are implemented to minimize effects of the project on nesting special-status birds, such that there is no direct loss of individuals of these species or project-related nest failure.

2. **Establish and Maintain Buffers Around Active Nest Sites to Avoid Nest Failure and Monitor Nest Sites to Confirm that Project Activities Are Not Adversely Affecting the Nesting Birds or Their Young.** If any active nests, or behaviors indicating active nests are present, are observed, SAFCA shall establish appropriate-sized avoidance buffers around the nest sites, as determined by a qualified biologist in coordination with CDFW and/or required by the Yolo County HCP/NCCP, to avoid nest failure resulting from project activities. The size and shape of the buffer shall depend on the species, nest location, nest stage, and specific construction activities to be performed while the nest is active. The buffer shall be expanded if the birds are exhibiting agitated behavior, or the buffers may be adjusted (reduced) if a qualified biologist determines it would not be likely to adversely affect the nest. If required, buffers shall be marked in the field by a qualified biologist using temporary fencing, high-visibility flagging, or other means that are equally effective in clearly delineating the buffer.

   Monitoring shall be conducted by a qualified biologist, either continuously or periodically during work, to confirm that project activity is not resulting in detectable adverse impacts on nesting birds or their young. The qualified biologist shall be empowered to stop construction activities that, in the biologist's opinion, threaten to cause unanticipated and/or unpermitted adverse effects on special-status wildlife (e.g., nest abandonment). If construction activities are stopped, the qualified biologist shall consult with CDFW to determine appropriate measures that SAFCA shall implement to avoid adverse effects.

   No project activity shall commence within the buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use.

   Timing: Before and during construction.

   Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measures BIO-1, BIO-5a, and BIO-5b would reduce the potentially significant impact associated with adverse impacts to nesting special-status birds to a **less than significant with mitigation** because the project would avoid and minimize impacts to active nests, such that there is no direct loss of individuals of these species or project-related nest failure.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat or other sensitive natural communities present in the study area; therefore, there would be no impact on these resources.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. The canal between County Road 124 and the project site is expected to qualify as jurisdictional waters. However, no work would occur within the canal; therefore, no impact would occur to jurisdictional waters.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. A wildlife corridor is generally a topographical or landscape feature or movement area that connects two areas of habitat that otherwise would be entirely fragmented or isolated from one another. Overall, the study area (which extends beyond the project site) is part of a much larger extent of agricultural lands and does not serve as a corridor between isolated habitat areas. Canals adjacent to the project site may facilitate local movement of aquatic species within the Lower Elkhorn Basin, but no project work would be occurring in these canals. Therefore, there would be no impact on migratory corridors, and no impact on movement of terrestrial or aquatic animals or with the use of an established migratory corridor.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Implementing the project activities would not conflict with any local policies or ordinances protecting biological resources. Yolo County does not have any ordinances prescribing specific requirements for tree preservation or protection of other biological resources. The Conservation and Open Space Element of the Yolo County 2030 General Plan (Yolo County 2009) identifies policies and implementation actions designed to support the overall goal of protecting and enhancing biological resources through the conservation, maintenance, and restoration of key habitat areas and corresponding connections that represent the diverse geography, topography, biological communities, and ecological integrity of the County's landscape. Some policies generally address biological resource protection, while others identify specific measures related to species and habitats, including vernal pool, wetlands, oak woodlands, and special soils. In addition, the Yolo County Oak Woodland Conservation and Enhancement Plan (Yolo County 2007) encourages the protection and growth of oak woodlands by providing financial incentives to landowners and establishing public outreach and educational programs and working with the University of California to encourage oak woodland-related research in the County. The proposed project would not conflict with these County plans, and there would be no impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project activities would not conflict with any provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State HCP. The study area is within the planning area for the Yolo HCP/NCCP (Conservancy 2018), which provides a framework to improve conservation of natural resources, including endangered species habitat, while streamlining the permitting process for planned development, infrastructure, and maintenance activities. The final HCP/NCCP was approved in October 2018 and implementation began in January 2019. The proposed project would not jeopardize feasibility of any key objectives or actions included in the HCP/NCCP. Therefore, no conflict exists, and no impact would occur.

3.5 Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

3.5.1 Environmental Setting

Cultural Resources

Information on cultural resources presented in this section is based on the *Cultural Resources Inventory and Evaluation Report for the Lower Elkhorn Basin Levee Setback Project* (GEI 2017a), *Bryte Landfill Remediation Mitigated Negative Declaration* (GEI 2017b), and the *Cultural Resources Inventory and Evaluation Report for the Bryte Landfill Remediation Project* (GEI 2019). In this section, cultural resources are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance. The State CEQA Guidelines Section 15064.5(a)(1) defines a "historical resource" as any resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR).

Pre-Contact Setting

Human occupation of the Sacramento Valley spans the past approximately 13,000 years (Moratto 1984). The first substantial evidence for pre-contact occupation of the Central Valley/Delta occurs during the Middle Archaic (7500-2500 calendar years before the present [cal B.P.]). Sites dating to the initial part of this interval are rare in lowland settings where they—along with older sites—are likely deeply buried but are comparatively common in upland areas (Rosenthal et al. 2007). The Upper Archaic interval (2500-850 cal B.P.) in the Central Valley/Delta region is characterized by an increase in the number of sites due to rapidly expanding human populations, but also greater preservation of more recent sites (Fredrickson 1973; Johnson 1967; Milliken et al. 2007; Moratto 1984; Rosenthal et al. 2007). The Emergent or Late Period/Horizon (850 cal. B.P.-Historic) is characterized by increasing diversity in the archaeological record (Bennyhoff 1977; Fredrickson 1974; Milliken et al. 2007; Rosenthal et al. 2007) and is often divided into two phases based on artifact forms and evidence for increased sociopolitical complexity (Heizer and Fenenga 1939; Lillard et al. 1939; Milliken et al. 2007; Rosenthal et al. 2007). The changes observed in the archaeological record of the Emergent Period are considered to result from the establishment of large, residentially stable populations, resembling those at contact. Less clear is when, how, and why specific traits initially appeared and the establishment of various ethnolinguistic groups that were present across the aboriginal landscape when Europeans arrived in the Central Valley. The proposed project is situated in the ethnographic territory of both the Patwin (Wintun) and Valley Nisenan Tribes. More specifically, the proposed project lies at the eastern extent of Patwin territory and the western extent of Nisenan territory (Johnson 1978; Wilson and Towne 1978). Most tribes in central California, including the Patwin and Nisenan, had similar subsistence-settlement patterns, material culture, and social structures (Kroeber 1929).

Historic Setting

Yolo County was one of California's original 27 counties. The City of Woodland is the county seat. Horse and cattle raising, and the cultivation of grain and fruit orchards were common forms of livelihood in the 19th century. By the early 20th century, improvements in irrigation allowed for more varied crops to be introduced (Hoover et al. 1990: 532-533; Hart 1978: 489).

The region comprising present-day West Sacramento remained largely unsettled until the early-to-mid-19th century when settlers such as Lows de Swart and Hames McDowell arrived to farm the area. When McDowell died in 1849, his widow, Margaret, laid out the town of Washington (later known as Broderick). By the turn of the 20th century, the West Sacramento Company established the community of Riverbank (later called Bryte), which was located just east of the present-day I-80 crossing of the Sacramento River (Walters 1987: 27).

Throughout the early decades of the 20th century, West Sacramento remained unincorporated and was mostly populated by small farms and a handful of industries. After World War I, U.S. 40 (present-day West Capitol Avenue) was constructed through West Sacramento and was quickly lined by motels, hotels, and gas stations. Factories and other industries prospered during World War II. Following the war, the region enjoyed a housing boom that would last for several decades. The City of West Sacramento officially incorporated in 1987, after several previous attempts. The newly incorporated city included the former communities of Broderick and Bryte in addition to surrounding urban and rural areas on the west side of the Sacramento River toward Southport (Walters 1987: 28).

Methods of Analysis

GEI conducted a cultural resources investigation of the vicinity of the proposed project area. The investigation consisted of background research through a review of previous documentation requested by the Department of Water Resources (DWR) conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Native American and historical society consultations from previous studies in the vicinity, and previously conducted surveys.

Record Search and Desktop Review

DWR requested a records search from the NWIC on February 9, 2016, for the LEBLS project area. The Corporate Yard IS/MND study area is within the LEBLS project area. Therefore, the results of the DWR records search were used for the proposed project. Records associated with the proposed project within the LEBLS project area were reviewed.

- The NWIC search referenced documents included base maps indicating previously reported resources and investigations, reports from previous investigations, Department of Parks and Recreation (DPR) site records, and California Historic Landmarks documentation. The records search included the following sources:
- National Register of Historic Properties (NRHP)-listed properties (NPS 1996) and updates;
- California Inventory of Historic Resources (DPR 1976 and updates);
- California Points of Historical Interest (DPR 1992 and updates);
- California Department of Transportation (Caltrans) Bridge Inventory (Caltrans 1989, 2000, and 2004);
- Historic Maps;
- California Historical Landmarks (OHP 1996 and updates);
- Directory of Properties in the Historic Resources Inventory (OHP 2006);
- *Gold Districts of California* (Clark 1970);

- *California Gold Camps* (Gudde 1975);
- *California Place Names* (Gudde 1969); and
- *Historic Spots in California* (Hoover et al. 1966, 1990).

In recent years, field surveys for cultural resources were conducted in the vicinity of and within the project sit and surrounding areas. Surveys and the recordation of the built environment took place in 2016 and 2017. GEI's architectural historians reviewed existing documentation including previous reports and historic maps and aerials pertaining to the LEBLS project area in a previous study to identify previously recorded historic-era (more than 45 years old) built environment resources in the vicinity of the project site.

LEBLS Surveys

Two phases of archaeological pedestrian survey were conducted for the LEBLS project. Both survey phases were conducted to intensive standards (pedestrian transects spaced no more than 15 meters apart). A Trimble 7 Series Global Positioning System unit capable of sub-meter accuracy was carried to record the location of any identified resources. Aerial maps were used in the field to ensure adequate inspection of all portions of the survey areas. The first survey phase was conducted May 7-9, 2016, to support planning for the geotechnical studies of the levee setback alternative alignments. The second phase of surveys occurred on December 21-22, 2016, January 5, 2017, April 5-7, 2017, April 25-27, 2017, and May 31, 2017. Tribal representatives from Yocha Dehe were present for the December 2017 and May 2017 survey, and a United Auburn Indian Community (UAIC) representative was present for the May 2017 survey.

As a result of the surveys, no archaeological and 8 historic-era built environment resources were identified, recorded, and evaluated for the *Cultural Resources Inventory and Evaluation Report for the Lower Elkhorn Basin Levee Setback Project* (GEI 2017a). Two of the resources, the Sacramento Weir and Bypass and Levee Unit 122, are eligible for the NRHP (Polanco 2017).

Old Bryte Landfill/Corrective Action Management Unit (CAMU) Survey

On April 27, 2017, a pedestrian survey of the CAMU project area, including staging and access areas, was carried out to identify archaeological and historic-era built environment resources on the surface of the project area. The area of the Old Bryte Landfill was not surveyed due to the potential for encountering hazardous substances and lack of permission to enter at the time. The survey was conducted to intensive standards (pedestrian transects spaced no more than 15 meters apart). A Trimble 7 Series GPS unit capable of sub-meter accuracy was carried to record the location of any identified resources. Aerial maps were used in the field to ensure adequate inspection of all portions of the survey area.

As a result of the survey, three cultural resources, the Old Bryte Landfill, Canal 01, and Canal 02, were identified, recorded, and evaluated for the *Cultural Resources Inventory and Evaluation Report for the Bryte Landfill Remediation Project* (GEI 2017b). Canal 01 and Canal 02 were recommended as ineligible for the NRHP/CRHR. SHPO concurred with the finding in March 2019 (OHP 2023).

Findings

Reviewing the existing records search, pedestrian survey notes and photographs, and the previous geoarchaeological and built environment investigation associated with the LEBLS and Old Bryte Landfill/CAMU projects did not result in the identification of archaeological sites, human remains, or

historical resources within the project area. Analysis of existing soils and geologic mapping of the Project area indicates the area is composed of Holocene basin deposits. While these native soils and sediments are of appropriate age to contain cultural resources, they accumulated in a flood basin that was probably seasonally inundated for at least the past several millennia. This is not an environment that was likely to have been used for long-term prehistoric habitation. Therefore, potential for prehistoric resources within the entire project area, including the Old Bryte Landfill, is low. No historic-era built environment resources are in the project area.

3.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less-than-Significant Impact with Mitigation Incorporated. Under CEQA, public agencies must consider the effects of their actions on "historical resources." CEQA defines an "historical resource" as any resource listed in or determined to be eligible for listing in the CRHR. The CRHR includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California Historical Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (California PRC Section 5024.1, 14 CCR Section 4850). The eligibility criteria for listing in the CRHR are similar to those for NRHP listing but focus on importance of the resources to California history and heritage. A cultural resource may be eligible for listing on the CRHR if it:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. is associated with the lives of persons important in our past;

3. embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual or possesses high artistic values; or

4. has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (OHP 1999).

Two historical resources (Sacramento Weir and Bypass and Levee Unit 122) are located in the vicinity of the study area; however, they are several hundred yards from proposed project activities and would not be directly or indirectly impacted by the project. Therefore, the impact would be less-than-significant.

No archaeological or historical resources were identified during the investigation of the existing records search and pedestrian surveys. Though very unlikely, the possibility remains that a resource meeting a CRHR significance criterion for a historical resource may be discovered during project-related ground-disturbing activities. If this were to occur, then it would be a potentially significant impact. The following mitigation measure has been identified to address this potential impact.

Mitigation Measure CUL-1: Worker Environmental Awareness Program (WEAP) Training for Cultural and Tribal Resources.

Cultural resources awareness training, as part of an overall Workers Environmental Awareness Program, shall be conducted for all construction personnel by a cultural resources specialist who meets the SOI's Professional Qualifications Standards (36 CFR Part 61; 48 Federal Register 44716). The training shall be conducted before any stages of physical project implementation and construction. Native American representatives from interested Native American Tribes may participate in the training.

The WEAP training shall include information on the potential kinds of pre-contact Native American and historic-era cultural materials that could be encountered, how to identify buried faunal and human remains, and how to identify anthropogenic soils (e.g., midden soils). The WEAP training should also include a summary of the relevant laws concerning cultural resources and human remains, along with a summary of the following protocols to follow if workers encounter cultural resources or human remains.

Mitigation Measure CUL-2: Avoid Potential Effects on Undiscovered Historical Resources and Unique Archaeological Resources.

To minimize the potential for significant impacts to undiscovered historical resources and unique archaeological resources during project-related ground-disturbing activities, SAFCA and its construction contractor(s) shall implement the following measures:

4. If cultural resources are discovered during project-related ground-disturbing activities, then all construction activities that may damage the discovery shall stop within 100 feet of the discovery and SAFCA shall be immediately notified. SAFCA shall hire a qualified archaeologist to determine if the discovery is an historical resource or unique archaeological resource per CEQA. If necessary, the qualified archaeologist shall develop a testing plan to determine if the discovery meets significance criteria for a historical resource or unique archaeological resource; any testing plan shall not be implemented until review by SAFCA.

5. If the discovery is determined not to be either an historical resource or unique archaeological resource, then construction in the area of the discovery may continue.

6. If the discovery is determined to meet significance criteria, then the qualified archaeologist shall develop and implement a treatment plan in consultation with SAFCA to mitigate any significant impacts to the discovery; preservation in place is the preferred mitigation measure. Work in the area of the discovery shall not continue until treatment is completed.

   Timing: Before and During construction.

   Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measure CUL-1 would reduce the potentially significant impact on any previously undiscovered historical resources to **less than significant with mitigation** because the resources would be avoided and preserved in place or assessed and treated in accordance with appropriate professional standards.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less-than-Significant Impact with Mitigation Incorporated. The State CEQA Guidelines require consideration of impacts to unique archaeological resources (CCR Section 15064.5). As used in California PRC Section 21083.2, the term "unique archaeological resource" refers to an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information,
- has a special and particular quality such as being the oldest of its type or the best available example of its type, or
- is directly associated with a scientifically recognized important prehistoric or historic event or person.

No archaeological resources were identified during the investigation of the existing records search and pedestrian surveys. After review of the geoarchaeological investigation conducted for previous projects, it is extremely unlikely that any archaeological resources would be discovered during project-related, ground-disturbing activities. Nevertheless, the possibility remains that an archaeological resource could be discovered during the project causing a potentially significant impact to an archaeological resource. The following mitigation measure has been identified to address this impact.

> **Mitigation Measure: Implement Mitigation Measure CUL-1 (Worker Environmental Awareness Program (WEAP) Training for Cultural and Tribal Resources) and CUL-2 (Avoid Potential Effects on Undiscovered Historical Resources and Unique Archaeological Resources)**
>
> Refer to Mitigation Measures CUL-1 and CUL-2 above for the full description of this measure.
>
> **Timing:** Before and During construction.
>
> **Responsibility:** Sacramento Area Flood Control Agency.

Implementing Mitigation Measure CUL-1 would reduce any potentially significant impact on previously undiscovered unique archaeological resources to **less than significant with mitigation** because the resources would be avoided and preserved in place or assessed and treated in accordance with appropriate professional standards.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less-than-Significant Impact with Mitigation Incorporated. No human remains have been discovered in the project area and it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be discovered during ground disturbance activities due to the proposed project. There is no specific indication that the project location has been used for human burial purposes in the recent or distant past. However, in the event that human remains, including those interred outside of formal cemeteries and including associated items and materials, are discovered

during subsurface activities, the human remains, and associated items and materials, could be inadvertently damaged. Therefore, this potential impact would be potentially significant. The following mitigation measure has been identified to address this impact.

Mitigation Measure CUL-3: Avoid Potential Effects on Undiscovered Burials.

To minimize the potential for destruction of or damage to undiscovered burials during project-related earthmoving activities, SAFCA and its construction contractor(s) will implement the following measures:

3. In accordance with the California Health and Safety Code (CHSC), if human remains are uncovered during ground-disturbing activities, all ground-disturbing work potentially damaging excavation in the area of the burial and a 100-foot radius shall halt and the Yolo County Coroner shall be notified immediately. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (CHSC 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (CHSC Section 7050[c]). The NAHC shall designate a Most Likely Descendant (MLD) for the human remains. After the coroner's findings have been made, an archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeologists and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of Yolo County for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.9.

4. Native American human remains, associated grave goods, and items associated with Native American human remains that are subject to California PRC Section 5097.98 shall not be subjected to scientific analysis, handling, testing, or field or laboratory analysis without written consent from the MLD. If human remains are present, treatment shall conform to the requirements of State law under CHSC Section 7050.5 and PRC Section 5097.87, unless the discovery occurs on Federal land. SAFCA agrees to comply with other related State laws, including PRC Section 5097.9.

Timing: Before and During construction.

Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measure CUL-3 would reduce potentially significant impacts related to potential disturbance of human remains to a **less-than-significant level with mitigation** because in the event that human remains were discovered, all appropriate steps required by the CHSC and California PRC sections identified above would be implemented.

3.6 Energy

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**ENERGY – Would the project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

3.6.1 Environmental Setting

The PG&E supplies most of Yolo County with electricity and natural gas. Private companies provide service to some of the unincorporated areas of the County that are not served by PG&E (Yuba County 2009). In 2021, energy consumption in Yuba County was 576 million kilowatt hours (kWh) (CEC 2021).

3.6.2 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. The project would involve the use of gas- and diesel-fueled vehicles and equipment during construction activities and from import of materials to and from the project site. Construction activities would occur over an approximately 6.5-month period. The project's use of energy resources during construction would be non-recoverable but temporary and would not include unnecessary, inefficient, or wasteful energy use. Project construction would temporarily increase fuel consumption; however, it is anticipated that fuel would only be used to the extent it is needed to complete construction activities and would not be consumed in a wasteful manner during construction. Additionally, the selected construction contractor(s) would use the best available engineering techniques, construction practices, and equipment operating procedures.

The proposed project would be constructed in compliance with CEC building standards. The project is estimated to require approximately 32,000 kWh hours per year of electricity during operations. No additional vehicle trips would be generated for operations and maintenance, because maintenance trips for the RD 537 levee system already occur and would only be relocated to the new Corporation Yard building. Energy consumption from operation of the proposed project would be limited to what is needed for the operation and maintenance of the Corporation Yard building and project site facilities (e.g., stormwater conveyance system, septic tank, etc.). Further, operation and maintenance of the project site would be the same as current conditions (e.g., mowing and stormwater system maintenance). Therefore, the project's energy consumption for construction and operations would not be considered wasteful, inefficient, or unnecessary, and this impact would be **less than significant**.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Yolo County has not adopted a local plan for renewable energy or energy efficiency; however, the State's 2021 Climate Commitment is to reduce reliance on non-renewable energy sources by one-half by 2030 (CARB 2021). Operational electricity would come from the existing PG&E power poles and transmission lines. The project would not conflict or obstruct the State's Climate Commitment. Therefore, the project would not conflict with any State standards or renewable energy plans and there would be **no impact**.

3.7 Geology and Soils

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geological Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	☐	☐	☒	☐

3.7.1 Environmental Setting

The project site is located in the Sacramento Valley portion of the Great Valley Geomorphic Province. Alluvial deposits of Holocene and Pleistocene age (2.6 million years B.P. to 11,700 years B.P.) overlie the thick sequence of sedimentary rock units that form the deeply buried bedrock units in the mid-basin areas of the valley (Wagner et al. 1981). These alluvial deposits consist of reworked fan and stream materials that were deposited by streams prior to the construction of the existing flood control systems. The youngest (Holocene) geomorphic features in the project site and vicinity are low floodplains. These major drainage ways were originally confined within broad natural levees sloping away from the rivers and streams.

The Sacramento Valley has experienced relatively low seismic activity in the past, and does not contain any Alquist-Priolo Earthquake Fault Zones (CGS 2022). The nearest known active (Holocene or Historic) fault trace to the project site is located north of Esparto near Dunnigan Hills (i.e., the Dunnigan Hills Fault), approximately 17 miles to the northwest (Jennings and Bryant 2010).

Based on a review of Yolo County Soil Survey data (NRCS 2023), native soils at the project site consist of the Sacramento silty clay loam, drained. This soil type has a high shrink-swell potential, is poorly drained, and has a moderately high permeability. The water erosion hazard is moderate, and the wind erosion hazard is low.

The Corporation Yard would be constructed on top of the existing CAMU. To help alleviate any impact to the existing CAMU, the top deck of the project site would be covered with aggregate and asphaltic concrete pavement.

3.7.2 Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

No Impact. Because the project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults within or adjacent to the project site, fault ground rupture is unlikely. Furthermore, the Corporation Yard building would be designed to withstand seismic loading. Therefore, **no impact** would occur.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. The Sacramento Valley has historically experienced low levels of seismic activity. Known active faults that pose a hazard for strong seismic ground-shaking are located along the margin between the western Sacramento Valley and the eastern Coast Ranges, and within the Coast Ranges itself. These faults are located approximately 17–48 miles west of the project site. Therefore, the risk of strong seismic ground shaking at the project site is low.

The project includes constructing the Corporation Yard building and a landbridge to connect the top deck of the project site to the existing RD 537 levee, and site improvements to allow for better capture and conveyance of stormwater. Project designs would comply with the California Uniform Building Code (UBC), which is based on the Federal UBC but is more detailed and stringent. Chapter 16 of the California UBC regulates structural design, Chapter 18 regulates the excavation and construction of foundations, retaining walls, and embedded posts and poles, and Appendix J addresses grading considerations. UBC Appendix Chapter A33 regulates grading activities, including drainage and erosion control, and construction on unstable soils. All project facilities would be designed in accordance with UBC requirements. The proposed project would not expose people or structures to potential substantial adverse effects from strong seismic ground shaking. This impact would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, and the depth to groundwater. Liquefaction is most likely to occur in low-lying areas where the substrate consists of poorly consolidated to unconsolidated water-saturated sediments or similar deposits of artificial fill. Areas near the Sacramento River that contain clean sand layers with low relative densities coinciding with a relatively high-water table generally have a high liquefaction potential.

Known active faults are located approximately 17–48 miles west of the project site. The native soils on the project site contain sand layers with low relative densities coinciding with a relatively high-water table; thus, these soils generally have a high liquefaction potential. However, the Corporation Yard would be built on top of the existing CAMU site, which is consistent with Title 27 and Title 22 Section 66264.552 of the California Code of Regulations (CCR) and DTSCs *Proven Technologies and Remedies Guidance for Remediation of Metals in Soil*. Additionally, described in a) ii) above, project designs would comply with the California UBC. Therefore, this impact would be **less than significant**.

iv) Landslides?

No Impact. The project site is located in an area surrounded by flat topography. The CAMU was designed consistent with Title 27 and Title 22 Section 66264.552 of the CCR and DTSCs *Proven Technologies and Remedies Guidance for Remediation of Metals in Soil*. Additionally, all proposed facilities would comply with California UBC and the slopes on the CAMU are not susceptible to landslides. Therefore, there would be **no impact**.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact with Mitigation Incorporated. The Natural Resources Conservation Service (NRCS) has rated the project site soils as moderately susceptible to wind and water erosion (NRCS 2023). Project-related earth-moving activities associated with grading of the top of the CAMU and construction of drainage improvements would result in the temporary and short-term disturbance of soil. Rainfall of sufficient intensity could dislodge soil particles from the soil surface. Once particles are dislodged and the storm is large enough to generate runoff, localized erosion could occur. In addition, soil disturbance during summer could result in loss of topsoil. Therefore, this impact would be potentially significant. The following mitigation measure has been identified to address this impact.

Mitigation Measure GEO-1: Prepare and Implement a Storm Water Pollution Prevention Plan and Associated Best Management Practices.

SAFCA shall prepare a Notice of Intent and implement the appropriate Stormwater Pollution Prevention Plan (SWPPP) to meet the State Water Board's Construction General Permit requirements in Order 2009-0009-DWR (as amended by 2010-0014-DWQ and 2012-0006-DWQ)) to prevent and control pollution and to minimize and control runoff and erosion during construction of the proposed project. The SWPPP shall identify the activities that may cause pollutant discharge (including sediment) during storms or strong wind events and the BMPs that

will be employed to control pollutant discharge. Construction techniques that will be identified and implemented to reduce the potential for runoff may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. In addition, the SWPPP shall include an erosion control plan and BMPs that specify the erosion and sedimentation control measures to be implemented, which may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas. The SWPPP shall also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by construction equipment. No construction-related disturbance of surfaces shall occur between October 15 and April 15 without appropriate erosion control measures in place.

The SWPPP shall also include a spill prevention, control, and countermeasure plan, and applicable hazardous materials business plans, and shall identify the types of materials used for equipment operation (including fuel and hydraulic fluids), and measures to prevent and materials available to clean up hazardous material and waste spills. The SWPPP shall also identify emergency procedures for responding to spills.

The BMPs presented in either document shall be clearly identified and maintained in good working condition throughout the construction process. The construction contractor shall retain a copy of the approved SWPPP on the construction site and modify it as necessary to suit specific site conditions through amendments approved by the Central Valley RWQCB, if necessary.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measure GEO-1 would reduce the potentially significant impact from construction-related erosion to **less than significant with mitigation** because a SWPPP would be prepared and implemented consistent with the Construction General Permit requirements that would prevent and control pollution and minimize and control runoff and erosion.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-than-Significant Impact. The facilities associated with the proposed project would be constructed on top of the existing CAMU site, which as discussed previously is consistent with Title 27 and Title 22 Section 66264.552 of the CCR and DTSCs *Proven Technologies and Remedies Guidance for Remediation of Metals in Soil*. Additionally, all proposed facilities would comply with the California UBC. Therefore, the proposed project would meet or exceed applicable design standards for stability, seismic ground-shaking, liquefaction, and subsidence, and impacts would be **less than significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less-than-Significant Impact. NRCS (2023) has rated the project site soils with a high shrink-swell potential, meaning they have a high clay content. The existing CAMU was properly compacted and covered with a geosynthetic liner, asphalt cap and layer of clean soil to provide stability. Additionally, the proposed project facilities would comply with the California UBC. Accordingly, construction of the

proposed project would meet or exceed applicable design standards for stability, including shrink-swell potential. Therefore, this impact would be **less than significant**.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Less than Significant Impact. The proposed project includes construction of a wastewater pump, septic tank, and associated appurtenances (collectively referred to as an onsite wastewater system). The soils present onsite have a high clay content and are designated as "very limited" for septic tank absorption fields. This designation indicates that soil at the site has one or more features that are unfavorable for the specific use (NRCS 2023).

The design of the onsite wastewater system would comply with Title 6, Chapter 19 "Onsite Wastewater Treatment System" of the Yolo County Code of Ordinances and the County's *Onsite Wastewater Treatment System Manual* (Yolo County 2016a and 2016b) implementation guidance. Additionally, the onsite wastewater system would only be used to manage a small amount of wastewater. Therefore, this impact would be **less than significant**.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Surficial deposits at the project site consist of Holocene Basin deposits. By definition, to be considered a unique paleontological resource, a fossil must be more than 11,700 years old. Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered "unique" paleontological resources. Therefore, the Holocene deposits are considered to be of low paleontological sensitivity, and construction of the project is unlikely to encounter unique paleontological resources. This impact would be **less than significant**.

3.8 Greenhouse Gas Emissions

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**GREENHOUSE GAS EMISSIONS– Would the project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters the atmosphere is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation (thermal heat) is absorbed by GHGs in the atmosphere; as a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth.

GHGs are present in the atmosphere naturally, released by natural sources, and formed from secondary reactions taking place in the atmosphere. GHG emissions associated with human activities are highly likely responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (Intergovernmental Panel on Climate Change 2013).

3.8.2 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. Implementing the proposed project would generate temporary construction-related GHG emissions that would cease following construction of the proposed project. Construction emissions would be generated by vehicle engine exhaust from heavy-duty construction equipment, haul trips, and construction worker trips. Construction would be temporary and short-term and is expected to last approximately 6.5 months. GHG emissions from operation and maintenance of the project site would be the same (e.g., occasional mowing and cleaning of stormwater system) as existing conditions. Project operations would generate a small amount of GHG emissions from workers' commute trips and use of the Corporation Yard building. However, these emissions generated during operations would be minimal and would be similar to emissions from existing maintenance activities that would be relocated to the new Corporation Yard building. Given the small scale of the project, i.e. use of a small amount of construction equipment and short construction time period (6.5 months), it is anticipated that construction activities would not generate substantial GHG emissions. Furthermore, measures to reduce GHG emissions, such as reducing heavy equipment and truck idling time, using properly sized equipment, maintaining equipment

(wheel alignment and properly inflated tires), and improving operator training (provide training during tailgate safety meetings to minimize excessive fuel consumption), have been incorporated into the project and would be implemented prior to and during construction activities. Therefore, this impact would be **less than significant**, and no mitigation would be required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-Significant Impact. The proposed project would not conflict with plans, policies, or regulations prepared or established to reduce GHG emissions. The proposed project's incremental contribution to the cumulative impact of increasing atmospheric levels of GHGs would be less than cumulatively considerable. Therefore, this impact would be **less than significant**.

3.9 Hazards and Hazardous Materials

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HAZARDS AND HAZARDOUS MATERIALS– Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9.1 Environmental Setting

The database search for this analysis included all data sources included in the Cortese List (listed in PRC Section 65962.5). These sources include the GeoTracker database, a groundwater information management system that is maintained by the State Water Board; the Hazardous Waste and Substances Site List (i.e., the EnviroStor database) maintained by the California Department of Toxic Substances Control (DTSC); and EPA's Superfund Site database (DTSC 2023a and 2023b, State Water Board 2023a and 2023b, CalEPA 2023, EPA 2023).

The project site is part of a 1,341-acre privately-owned property, termed the Agriventure 1341 Property for purposes of DTSC site records. Fuel for agricultural operations was reportedly stored in three aboveground storage tanks: a 500-gallon and a 3,000-gallon tank at the Northerly Tank Area; and a 10,000-gallon tank at the Southerly Tank Area. A 500-gallon tank and two 3,000-gallon tanks were removed. The disposition of the 10,000-gallon tank remains unclear. The Southerly Tank Area where the 10,000-gallon tank was reportedly located was near the current residence located at 21719 County Road 124, approximately 1.2 miles northwest of the project site.

In March 2010, the Central Valley RWQCB determined that (1) the Agriventure site does not pose a threat to human health, the environment, or waters of the State; (2) site investigation and remedial action has been completed and applicable remedial action standards and objectives achieved; and (3) a permanent remedy has been accomplished at the Agriventure site; therefore, no further action is required. (Central Valley RWQCB 2010).

Contaminated soil was excavated from the Old Bryte Landfill from 2017 to 2022. In 2023, DTSC certified that all necessary remedial actions for the Bryte Landfill Project site have been properly implemented (DTSC 2023c).

3.9.2 Discussion

a, b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. The project would be implemented in unincorporated Yolo County. Project-related activities would entail the use and storage of small amounts of hazardous substances necessary for the operation of construction equipment, such as fuels, lubricants, and oils. Transport of materials on project area roadways is heavily regulated at the local, State, and Federal level. The proposed project would not involve long-term transportation of hazardous materials and would use the same amount of materials used for existing operation and maintenance of the project site. Therefore, this impact would be **less than significant**.

f) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools within 0.25 mile of the project site and there would be **no impact**.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-than-Significant Impact. As discussed above in the Environmental Setting, the disposition of the 10,000-gallon tank at the Agriventure 1341 property remains unclear; it may never have existed. The Southerly Tank Area where the 10,000-gallon tank was reportedly located was near the current residence located at 21719 County Road 124, approximately 1.2 miles northwest of the project site. Because of the distance from the project site, even if the tank were present or had resulted in a spill (for which there was no evidence) it would not pose a threat to the project site. Further, all necessary remedial actions for the Bryte Landfill Project site have been properly implemented (DTSC 2023c). Therefore, impacts would be **less than significant**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less-than-Significant Impact. The project site lies within Sacramento International Airport's Referral Area 2 and is approximately 1 mile north of the CHP Academy Airport (SACOG 2013: Map 1). An airport referral area is an area in which current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses; therefore, certain land use proposals are to be referred to the Airport Land Use Commission (ALUC) for review. Referral Area 2 includes locations where airspace protection (other than wildlife hazards) and/or overflight are compatibility concerns, but are not noise or safety concerns. Projects within Referral Area 2 require referral to the ALUC if any proposed object (including buildings, poles, antennas, and other structures) would be constructed, installed, or utilized to a height that requires review by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulations Title 14 Part 77. The FAA Part 77 height regulations and notice requirements apply only to public use airports; therefore, they do not apply to the CHP Academy Airport.

The Sacramento International Airport is located northeast of I-5, approximately 4.5 miles from the project site. The project site also lies within the approach surfaces for all of the runways at Sacramento International Airport (SACOG 2013: Map 4b). The proposed project includes construction of the Corporation Yard operations and maintenance building; however, construction of this building would not be above the FAA Title 14 Part 77 height restrictions. Additionally, the project site is more than 20,000 feet from the Sacramento International Airport runways. Therefore, the project would not be tall enough to pose a height hazard under the FAA Regulations contained in Title 14 Part 77 and impacts would be **less than significant**.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The project would be constructed in a rural portion of unincorporated Yolo County. There would not be a sufficient increase in the number of users at the site to impair emergency response or evacuation. The proposed project would require hauling of materials and project-related construction worker commute traffic, which would include entering the project site along County Road 124 periodically, and potential use of local roadways for hauling and commute. Slow-moving trucks entering and exiting the site could pose a temporary hazard to vehicles on roads immediately adjacent to the project site. However, the project is located in an undeveloped agricultural area and County Road 124 carries very light traffic, much of it slow-moving agricultural traffic. Construction of the project would be short-term, and temporary traffic conditions would return to pre-project conditions of current maintenance activities on local roadways following construction of the project. During operations only a small number of truck trips would be generated each year. Therefore, impacts would be **less than significant**.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less-than-Significant Impact. The project site is not located in a high severity fire zone or State Responsibility Area (SRA) (CALFIRE 2022). The proposed project would not substantially change operations and maintenance of the project site, and construction activities would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Additionally, a fire pump station and water storage would be installed on site and could be used in case of fire. Therefore, impacts would be **less than significant**.

3.10 Hydrology and Water Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

Surface Water

The proposed project is located within the Lower Elkhorn Basin and is protected by State Plan of Flood Control (SPFC) levees. The newly constructed northern setback levee of the Sacramento Bypass is located approximately 300 feet south, and the newly construction eastern setback levee of the Yolo Bypass is approximately 300 feet to the west of the project site. The Tule Canal runs along is approximately 2,100 feet west of the project site. Local drainage is by overland flow during precipitation events and nearby canals. Precipitation in Yolo County averages 16-18 inches per year (WRA 2007).

Groundwater

The groundwater basin underlying the project area is designated by DWR's Bulletin 118 (DWR 2018) as the Yolo Subbasin (Basin Number 5-21.67) of the Sacramento Valley Groundwater Subbasin. The Yolo Subbasin is located in the southern portion of the Sacramento Valley Basin primarily within Yolo

County. It is bounded on the east by the Sacramento River, on the west by the Coast Range, on the north by Cache Creek, and on the south by Putah Creek. The project area also lies within a Subbasin defined by the Yolo County Flood Control and Water Conservation District (YCFCWCD), as the Southern Sacramento River Subbasin in its Groundwater Management Plan (YCFCWCD 2006). This Subbasin designation differs from the boundaries used in DWR's Bulletin 118 and encompasses the eastern part of Yolo County along the Sacramento River and its historic floodplain, including the Yolo Bypass.

Groundwater levels in the project site and vicinity vary seasonally and are highly influenced by precipitation, drainage, soil texture, and profile; proximity to the Sacramento River and Tule Canal; and surface water levels. Groundwater movement in the vicinity of the project site is generally south-southwest away from the Sacramento River.

Water Quality

Water quality in the project area is regulated through the Central Valley RWQCB, *Water Quality Control Plan for the Sacramento River Basin and the San Joaquin River Basin* (Basin Plan) (Central Valley RWQCB 2019). The Basin Plan sets regulatory limits on specific water quality parameters in the region and provides guidance for particular land uses and their input to surface water quality, such as industrial discharge, wastewater treatment plants, agriculture, and recreation. Section 303(d) of the Clean Water Act requires that the states make a list of waters that are not attaining water quality standards. There are no Clean Water Act Section 303(d)-listed impaired water bodies in the project area.

3.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements?

Less-than-Significant Impact with Mitigation Incorporated. Materials used during grading, paving, and construction of new facilities could produce sediment-laden runoff or contamination that could affect water quality in Sacramento and Yolo Bypasses, Tule Canal, or onto the ground where they could be carried into receiving waters. Accidental spills of construction-related substances such as oils and fuels could also contaminate both surface water and groundwater. The extent of potential impacts on water quality would depend on several factors: the tendency toward erosion of soil types encountered, soil chemistry, types of construction practices, extent of the disturbed area, duration of construction activities, proximity to receiving water bodies, and sensitivity of those water bodies to construction-related contaminants. Due to the potential for runoff at the site to impact nearby waterbodies, this impact is considered **potentially significant**. The following mitigation measure has been identified to address this impact:

> **Mitigation Measure: Implement Mitigation Measure GEO-1 (Prepare and Implement a Storm Water Pollution Prevention Plan or a Storm Water Management Plan and Associated Best Management Practices).**
>
> Refer to Mitigation Measure GEO-1 in Section 3.7 "Geology and Soils" for the full description of this measure.
>
> **Timing:** Before and during construction.
>
> **Responsibility:** Sacramento Area Flood Control Agency.

Implementing Mitigation Measure GEO-1 would reduce the potentially significant impact related to violation of water quality standards or waste discharge requirements during construction and operation to a less-than-significant level because a SWPPP or SWMP would be prepared and implemented consistent with permit requirements that would prevent and control pollution and minimize and control runoff and erosion. Therefore, this impact would be **less-than-significant with mitigation incorporated**.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less-than-Significant Impact. The proposed project is located within an area where groundwater levels vary seasonally and are highly influenced by precipitation, local drainages, the nearby Yolo and Sacramento Bypasses, soil composition, proximity to the Sacramento River and Tule Canal, and surface water levels. Project-related changes would have little to no effect on groundwater infiltration because the project site is a small portion of the overall Lower Elkhorn Basin, and groundwater movement and recharge in the area is highly dependent on connectivity to the Sacramento River. Project features would not interfere with the overall movement of groundwater in the basin or reduce groundwater recharge because the project site is currently capped to prevent movement of groundwater beyond the project boundaries under the requirements of the DTSC for management of the CAMU. Further, the proposed project water demand of less than an acre foot of groundwater annually would not reduce or result in a net deficit in the underlying aquifer. Therefore, groundwater supplies and groundwater recharge capability would not be significantly affected, and impacts would be **less than significant**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

i, ii, iii, and iv) result in substantial on- or off-site erosion or siltation? substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

Less-than-Significant Impact. The project would include aggregate and asphaltic pavement on the top of the project site to further protect the existing CAMU. However, the project would construct new drainage facilities which would be sized appropriately to manage stormflows, limit runoff, and reduce erosion and siltation. Because the drainage pattern would be improved by these new drainage facilities, and the proposed project would not alter the course of a stream or river in a manner that would result in substantial erosion or siltation, on- or off-site, this impact would be **less than significant**.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. Because the project site is approximately 80 miles inland from the coast and San Francisco Bay, the project site is not exposed to flooding risks from tsunamis. Mudflows occur

below steep slopes with exposed soils. Because the project site and surrounding areas are flat in topography, there is no potential for mudflows at the project site. Additionally, there are no large bodies of standing water in the vicinity of the project site except for the Yolo Bypass during high-flow conditions. The inundated Yolo Bypass is identified in the County of Yolo Emergency Operations Plan (Yolo County 2013) as an area where a seiche could occur. However, a seiche has never been recorded in the Yolo Bypass and active seismic sources are generally located in the Coast Ranges (a long distance from the project site). The potential for a seiche at the project site is negligible. Therefore, this impact would be **less than significant**.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. Please refer to the discussion above under (a), (b), and (c). The project would not result in other effects that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. This impact would be **less than significant**.

3.11 Land Use and Planning

Environmental Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING – Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11.1 Environmental Setting

The project site zoning and general plan designation is Public/Quasi-Public (Yolo County 2009). The project site consists of the existing CAMU site, which was established in 2022 to contain all material that was previously held at the Old Bryte Landfill. Most of the land in the project vicinity is in agricultural production—primarily row crops.

3.11.2 Discussion

a) Physically divide an established community?

No Impact. The project site is located in an unincorporated rural agricultural area of Yolo County with very limited housing. Nearly all of the rural residences in the project vicinity are located in the northeast portion of the Lower Elkhorn Basin, near I-5 and in the vicinity of Kiesel (approximately 3.5 miles north of the project site). A few additional rural residences are scattered approximately 1 mile from the project site to the north and northeast. Therefore, the proposed project would not physically divide an established community, and there would be **no impact**.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. There would be no change in land use associated with implementing the project, and the project would not conflict with land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there would be **no impact**.

3.12 Mineral Resources

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**MINERAL RESOURCES – Would the project:**				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

3.12.1 Environmental Setting

The project site is located within the Surface Mining and Reclamation Act of 1975 (SMARA) study area for concrete aggregate in the greater Sacramento area production-consumption region (DOC 2018). Aggregate material consists of sand, gravel, and crushed stones, all of which are considered construction material. The project site location is designated as mineral resource zone [MRZ]-1 (Areas where available geologic information indicates that little likelihood exists for the presence of significant concrete aggregate resources) (DOC 2018).

3.12.2 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less-than-Significant Impact. The project site is located in a SMARA study area for aggregate material; however, the project site is located on the CAMU, which is a regulated by the DTSC with restrictions on current and future land uses, including mining, to confine the underlying capped hazardous material from the Old Bryte Landfill. Further, construction of the proposed project would not significantly impede the future mining of aggregate material in the surrounding area. Additionally, the project site is not located in an area of known significant mineral deposits. Therefore, this impact would be **less than significant**.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The project site is not located on or within the vicinity of a locally important mineral resource recovery site currently delineated on a local general plan, specific plan or other use plan (DOC 2018). There would be **no impact**.

3.13 Noise

Environmental Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**NOISE – Would the project:**				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 Environmental Setting

The 2009 Yolo County General Plan, Chapter 8-Health and Safety Element, Section D (Noise) establishes policies and standards associated with noise producing sources.

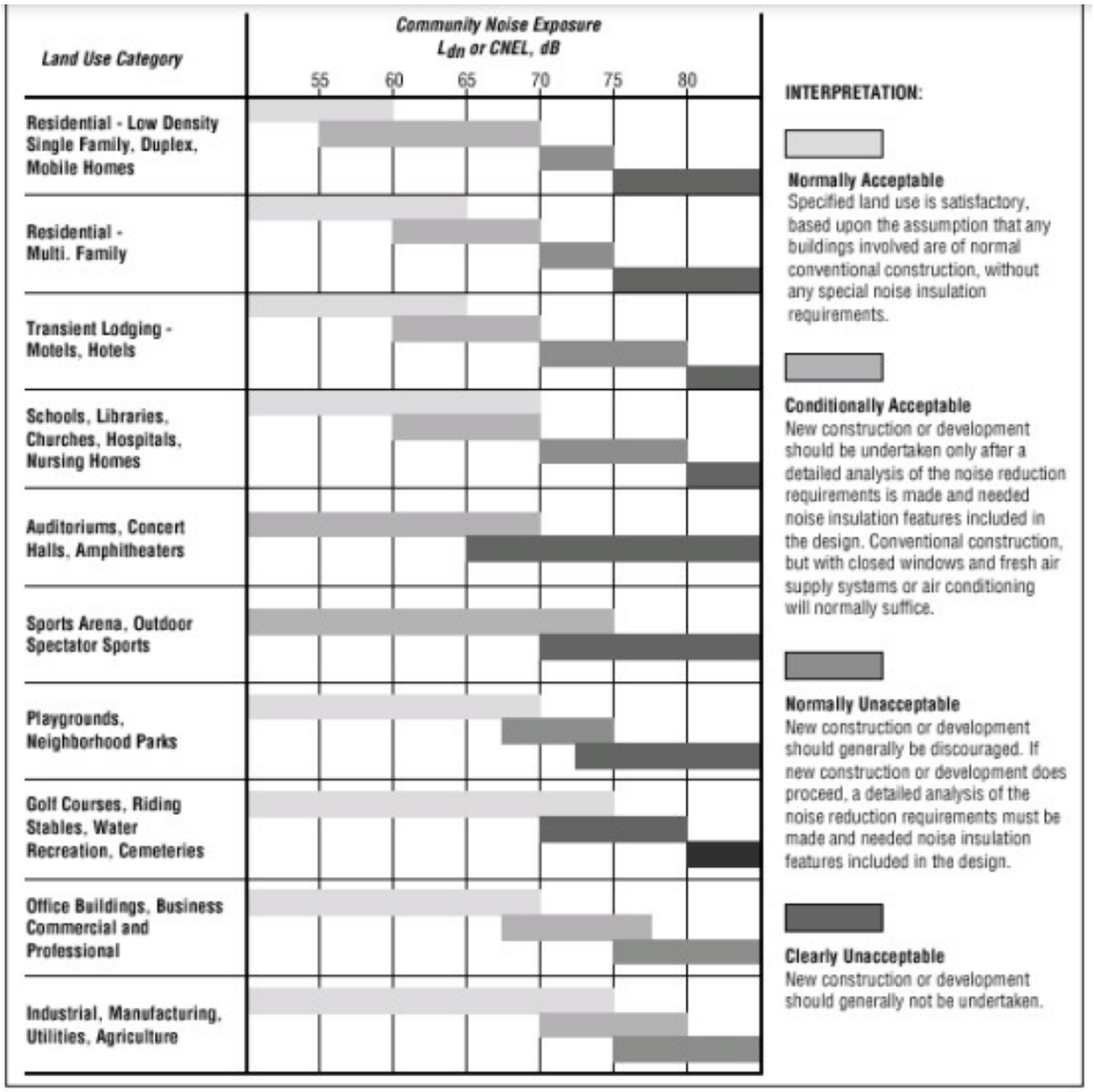
Yolo County General Plan Action HS-A61 states:

"Adopt a comprehensive Noise Ordinance that includes the following components:

- Standards for acceptable exterior and interior noise levels, their applicability, and any specific exceptions to those standards.
- Guidelines and technical requirements for noise measurements and acoustical studies to determine conformance with provisions of the ordinance.
- Standards for construction equipment and noise-emitting construction activities.
- Regulations for the noise generated by events, including truck loading and unloading, operation of construction equipment, and amplified music."

To date, a Yolo County noise ordinance addressing construction noise has not been adopted; however, the County relies on the State Office of Noise Control Guidelines when considering new outdoor noise sources (see **Figure 3-2**). Additionally, the West Sacramento Noise Ordinance has a maximum allowable level of 60 dBA Ldn value.

Figure 3-2. State Office of Noise Control Guidelines – Community Noise Exposure



Source: State Office of Noise Control 2017

Noise and Vibration

Noise is defined as sound that is unwanted (loud, unexpected, or annoying). Excessive exposure to noise can result in adverse physical and psychological responses (e.g., hearing loss and other health effects, anger, and frustration); interfere with sleep, speech, and concentration; or diminish the quality of life.

The perceived loudness of sounds depends on many factors, including sound pressure level and frequency content. However, within the usual range of environmental sound levels, perception of loudness is relatively predictable, and can be approximated through frequency filtering using the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (decibels expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard descriptor for environmental noise assessment. All noise levels reported in this section are in terms of A-weighting.

Groundborne vibration is energy transmitted in waves through the ground. Vibration attenuates at a rate of approximately 50% for each doubling of distance from the source. The Federal Transit Authority (FTA) has established maximum-acceptable vibration thresholds for different land uses. These guidelines recommend 72 vibration dB (VdB) for residential uses and buildings where people normally sleep when the source of vibrations is frequent in nature (FTA 2018).

Noise-Sensitive Receptors

The project site is located in Yolo County, as are local access haul routes. Some local access haul routes would extend into the City of West Sacramento. Materials for project construction may come from within 50 miles of the project site. The origin locations of these haul trips are not known at this time; however, it is expected that vehicles would travel on highways (primarily I-5 and I-80) to access the project site.

Land uses at and adjacent to the project site are agricultural with scattered rural residences. Land uses as defined by Federal, State, and local regulations as noise-sensitive vary slightly, but typically include schools, hospitals, rest homes, places of worship, long-term care facilities, mental care facilities, residences, convalescent (nursing) homes, hotels, certain parks, and other similar land uses. The closest noise-sensitive land uses are rural residential properties generally within approximately 1 mile northeast of the project site. Residential uses along local haul routes are also noise-sensitive uses potentially affected by the project.

The primary existing noise sources at the project site and vicinity are on- and off-road road mobile sources (construction and agricultural equipment, automobile and truck traffic), aircraft overflights, and agricultural activities. There are two train routes to the south and east of the project site (Union Pacific Railroad [UPRR] from West Sacramento to Davis), and the Sacramento River Train which runs north from West Sacramento generally along the Sacramento River to Woodland. Although they may be audible, the existing train lines are not expected to contribute substantially to existing sound levels due to distance from the UPRR line and low frequency of use for the Sacramento River Train. Agricultural activities can generate sound levels similar to construction equipment but are typically dispersed and intermittent in nature. Typical noise levels from tractors as measured at a distance of 50 feet range from about 78 (A-weighted decibels) dBA to 106 dBA L_{max} (maximum A-weighted sound level), with an average of about 84 dBA L_{max} (Yolo County 2005).

Existing Vibration Environment

The existing vibration environment on the project site is dominated by local agricultural operations and transportation-related vibration from roads, highways and, to a lesser degree, rail used by UPRR and the Sacramento River Train. These sources would generate low amounts of vibration, with infrequent noticeable vibration.

3.13.2 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less-than-Significant Impact. The proposed project would generate temporary and short-term construction noise from equipment operating on the project site, and from the transport of construction equipment, materials, and workers to and from the site. Noise levels from the project-related construction would be audible but would not increase substantially over existing levels. The list of construction equipment that may be used for project construction activities is shown in **Table 3.13-1** with typical noise levels generated at 50 feet from the equipment (reference levels). Because the closest sensitive noise receptor is located approximately 1 mile northeast of the project site and distance attenuation is 6 dB per doubling of distance (FTA 2018), noise levels at sensitive receptors would be approximately 50 dB, without considering other attenuation such as from ground absorption. Therefore, construction noise levels at the sensitive noise receptor would be considerably lower, and due to the presence of existing noise from nearby agricultural production, may not be perceptible. Therefore, this impact is considered **less than significant**.

Table 3-1. Construction Equipment and Typical Equipment Noise Levels.

Type of Equipment	Typical Noise Levels (dB) L_{max} at 50 Feet
Bulldozer	90
Dump Truck	76
Excavator	81
Front End Loader	79
Pick-up Truck	75

Notes:
dB = decibels; Lmax = maximum instantaneous sound level
Leq = 1-hour equivalent sound level (the sound energy averaged over a continuous 1-hour period)
Source: Construction equipment list based on FTA 2018, adapted by GEI in 2023

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. The proposed project would generate construction vibration from equipment operating on the project site, and from the transport of construction equipment, materials, and workers to and from the site. Project construction–related vibration would result from the use of heavy earthmoving equipment for area grading, paving, and building. These activities would produce a vibration level of approximately 87 VdB (0.089 in/sec peak particle velocity [PPV]) at a distance of 25 feet (which is the reference vibration level for operation of a large bulldozer [FTA 2018; Caltrans 2020]). The distance between proposed construction activities and the closest acoustically sensitive uses

would be approximately 5,500 feet. Assuming a standard reduction of 6 VdB per doubling of distance (FTA 2018), the project-related construction vibration level at the nearest receptors would be well below the 72 VdB threshold and would not be perceptible. Therefore, no vibration impact is expected.

Construction of the proposed project would result in additional vehicle trips on the local roadway network as workers commute and equipment and materials are transported. Heavy truck traffic can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic are not typically perceptible outside of the road right-of-way for rubber-tired vehicles. Therefore, this impact would be **less than significant**.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less-than-Significant Impact. The project site is not located within 2 miles of a public airport. The nearest public airport is the Sacramento International Airport at a distance of approximately 4 to 5 miles (straight line) from the site. Because the proposed project would not involve any aircraft uses for construction or operations, the proposed project would not affect any airport operations and would be consistent with the adopted Airport Comprehensive Land Use Plan. The project does not propose the addition of any noise-sensitive receivers. Project construction workers would be exposed to typical noise levels from heavy construction equipment during their daily activities, which would be substantially louder than noise from aircraft operations at or near the Sacramento International Airport. It is expected that construction workers would use hearing protection while working around heavy equipment to meet California Occupational Safety and Health Administration requirements, which would also reduce their exposure to aircraft operations noise. Therefore, impacts would be **less than significant**.

3.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Environmental Setting

The project site is located in an unincorporated area of Yolo County, in the Lower Elkhorn Basin. The unincorporated areas of Yolo County, including the project area, consists primarily of agricultural land uses, and since the Yolo County General Plan (Yolo County 2009) indicates that agricultural land uses will continue through the foreseeable future, growth is primarily projected to occur in the incorporated surrounding cities such as the Cities of Davis, Woodland, and West Sacramento, and specific, defined unincorporated community areas. The population in Woodland is 60,137, West Sacramento is 52,873, and the unincorporated areas of Yolo County is 35,900 (DOF 2023).

3.14.2 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-than-Significant Impact. The Employment Development Department **(**EDD) estimates that approximately 5,100 residents in Yolo County and approximately 45,400 residents in neighboring Sacramento County were employed in the construction industry in 2021 (EDD 2021a, 2021b). These existing residents who are employed in the construction industry would likely be sufficient to meet the demand for construction workers that would be generated by the proposed project. Therefore, an adequate number of construction workers for project construction could be found within the local area. If some non-local construction workers were employed for the proposed project, the temporary and short-term nature of the work (i.e., a 6.5-month construction period) supports the conclusion that these workers would not be likely to change residences when assigned to a new construction site. Because workers serving the proposed project could be expected to come from nearby communities and cities in Yolo County, neither substantial population growth nor an increase in housing demand in the region is anticipated as a result of these jobs. Therefore, this impact would be **less than significant**.

The proposed project would not entail the construction of new housing or commercial development, create long-term permanent new jobs from project operation, or directly induce substantial population growth.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is located in an unincorporated rural agricultural area of Yolo County with no housing on or adjacent to the project site. Nearly all of the rural residences in the project vicinity are located in the northeast corner of the Lower Elkhorn Basin, near I-5 and in the vicinity of Kiesel (approximately 3.5 miles north of the project site). The proposed project would not displace any existing homes or people; thus, there would be **no impact**.

3.15 Public Services

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**PUBLIC SERVICES – Would the project:**				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	☐	☐	☒	☐
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒
	Parks?	☐	☐	☐	☒
	Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

Fire protection services, including rescue, emergency medical services, and hazardous material response, are provided by the Elkhorn Fire Protection District (Yolo Local Agency Formation Commission 2016.) Law enforcement services in unincorporated areas of Yolo County are provided by the Yolo County Sheriff's Office. Deputies in the Field Operations Division are responsible for responding to service calls and patrolling the County (Yolo County 2009).

There are no schools within 2 miles of the project site. The project site is surrounded by privately-owned agricultural lands and there are no nearby parks.

3.15.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less than Significant. The project site, including the new Corporation Yard building, would continue to be served by the Elkhorn Fire Protection District. The Corporation Yard building would only be used to help facilitate inspection and maintenance of the RD 537 levee system which would involve equipment storage and maintenance and storage of office and other equipment used for levee maintenance activities; therefore, the project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios,

response times, or other performance objectives. In addition, consistent with Yolo County and Yolo County Fire Chief requirements, a fire pump station with a release capacity of 1,000 gallon per minute (gpm) and a 35-foot diameter water storage tank with the capacity to hold approximately 24,000 gallons would be installed on-site as part of the project. Furthermore, access to the site would be maintained during construction in accordance with Yolo County fire policies and regulations. Therefore, this impact is considered **less than significant**.

Police protection?

Less than Significant. The project site, including the new Corporation Yard building, would continue to be served and patrolled by deputies in the Field Operations Division of the Yolo County Sheriff's Office. The Corporation Yard building would only be used to help facilitate inspection and maintenance of the RD 537 levee system which would involve equipment storage and maintenance and storage of office and other equipment used for levee maintenance activities; therefore, the project would not require the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, this impact is considered **less than significant**.

Schools?

No Impact. The proposed project would not provide any new housing or employment opportunities. Therefore, the proposed project would not generate new students or increase the demand on the local school systems, and there would be **no impact**.

Parks?

No Impact. The proposed project would not provide any new housing or employment opportunities. Therefore the proposed project would not generate new residents who would require new or expanded park facilities, and there would be **no impact**.

Other public facilities?

No Impact. No other public facilities would be affected by construction or operation of the proposed project. Therefore, there would be **no impact**.

3.16 Recreation

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**RECREATION – Would the project:**				
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

Recreational activities at the approximately 360-acre Sacramento Bypass Wildlife Area, which is located approximately 0.40-mile from the project site, include fishing; wildlife viewing; birding; and hunting for waterfowl (when the area is flooded), ring-necked pheasant, and mourning dove. Hunting activities are permitted from September 1 through January 31. The wildlife area is administered by CDFW. The north and south sides of the Sacramento Bypass Wildlife Area are bounded by levees. The north levee of the Sacramento Bypass is currently being degraded as part of the larger DWR Lower Elkhorn Basin Levee Setback (LEBLS) project in addition to many other floodplain improvements that have occurred in the past 5 years. Ongoing construction for this project has blocked access to many of the areas within the vicinity of the proposed project site due to heavy construction equipment and security fencing until construction of the LEBLS is completed. Recreationists using the Sacramento Bypass Wildlife Area and Yolo Bypass East Levee frequently would park on the shoulders of County Roads 126 and 124 prior to construction of the LEBLS; such parking activity was informal, as there was no designated parking area for the Sacramento Bypass Wildlife Area. However, due to current construction throughout this area, including degrading of historic levees along the Sacramento Bypass and Yolo Bypass, no access is allowed through the area for recreation purposes until the LEBLS project is completed in 2025.

A portion of the Sierra Northern Railway railroad tracks are located on top of the Sacramento Weir, on the west side of Old River Road. The Sierra Northern Railway operates the Sacramento River Fox Train, which offers dinner excursion trips along the 10-mile-long "Woodland Branch Line" between Woodland and West Sacramento. The excursion ride begins at West Sacramento, immediately north of the Fremont Bridge overcrossing (north of I-5) and travels north at slow speeds to the City of Woodland. In addition, the River Fox Train offers bike rail rentals that have access to tracks south of the Fremont Bridge to the north end of the Sacramento Weir structure.

3.16.2 Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-than-Significant Impact. The project does not involve the construction of any new housing that would generate new residents who would increase the use of existing recreational facilities. Construction of the proposed project would not result in the closure of nearby recreational facilities. Construction activities may temporarily deter recreationalists from use of nearby recreational sites due to the presence of heavy-duty equipment and noise associated with construction activities; however, there are numerous other recreational facilities available for public use in the region (such as the Elkhorn Regional Park, Sacramento River, and Yolo Bypass Wildlife Area). Therefore, the proposed project would not affect existing recreational facilities such that substantial physical deterioration of any facilities would occur or be accelerated, and this impact would be **less than significant.**

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The project does not include or require the construction of new recreational facilities; therefore, there would be **no impact**.

3.17 Transportation

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**TRANSPORTATION – Would the project:**				
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b)	Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

The proposed project is located in an undeveloped portion of Yolo County. Regional access to the project area would be provided from I-5, I-80, and U.S. 50. Local roadways that would be used to directly access the project site include Reed Avenue, Old River Road, Harbor Boulevard, and County Roads 124 and 126. Additional local roadways, including County Roads 25, 28H, 32A, 102, 103, and 105, would be used during transport to the Yolo County Central Landfill.

Bicycles and Transit

There are no transit or on-street bicycle/pedestrian facilities in the immediate vicinity of the project site. Old River Road is not currently marked with signage for a Class II Bike Lane; however, this roadway has paved shoulders and is identified as a future Class II Bike Lane in the Yolo County Bicycle Transportation Plan (Yolo County 2013).

Airports

The project site is located approximately 1.5 miles northwest of the California Highway Patrol (CHP) Academy Airport. However, as stated in Section 3.12, "Noise," the proposed project is located outside of the area of influence for the CHP Academy Airport.

Railroads

The Sierra Northern Railway operates a rail line located approximately 1 mile northwest of the project site. The Sierra Northern Excursion Train operates on this same line.

3.17.2 Discussion

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-than-Significant Impact. Construction of the proposed project would require hauling of equipment/materials to the project site and worker commute trips to and from the project area along

local and county roads and major highways. Operations following project completion would involve periodic worker commute trips to and from the project site to conduct levee maintenance and inspections.

Truck trip estimates were based on the amount of material that would be imported. This analysis assumes that construction activities would occur during a 10-hour work window each day during the approximately 6.5 month construction period, and that construction trucks would operate throughout the day. Therefore, hourly numbers of haul trucks for construction of the project were estimated based on an even distribution of truck trips throughout the 10-hour construction work window. Trucks trips associated with the import of soil during construction of the proposed project would result in a maximum of 5,000 truck trips between the project site and soil sources within an approximately 2,500-foot distance, and import of all other construction materials would result in approximately 25 truck trips. Truck trips associated with workers commuting to and from the project site would result in 10 trips per day in each direction.

Because construction-generated traffic would be temporary and operations-related traffic would be the same compared to current conditions, the proposed project would not result in any long-term degradation in performance of any of the roadways in the vicinity of the proposed project. Likewise, many of the thresholds of the County's Circulation Element of the Yolo County 2030 General Plan (adopted November 10, 2009) are not applicable to the proposed project given that the proposed project would only generate additional daily traffic during the construction period and construction-related trips would be confined to the proposed project vicinity along the designated access and haul routes. Daily trips after construction for operations and maintenance would be the same as current conditions and along the same roadways. Therefore, the proposed project would not conflict with adopted applicable policies or plans related to the performance of the circulation system and impacts would be **less than significant**.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less-than-Significant Impact. Operations-related traffic associated with the proposed project would be the same as current conditions and along the same roadways and would not generate additional vehicle miles traveled (VMT) compared to current conditions. Therefore, project operation would not conflict with or be inconsistent with CEQA Guidelines 15064.3 subdivision (b). Furthermore, the increased traffic resulting from project construction would be short-term and temporary and impacts would be **less than significant**.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact. The proposed project would require hauling of materials and project-related construction worker commute traffic, which would include entering the project site along County Road 124 periodically and potential use of local roadways for hauling and commute. Slow-moving trucks entering and exiting the site could pose a temporary hazard to vehicles on roads immediately adjacent to the project site. However, the project is located in an undeveloped agricultural area and County Road 124 carries very light traffic, much of it slow-moving agricultural traffic. Construction of the project would be short-term and temporary, and traffic conditions would return to pre-project conditions following construction of the project. In addition, the proposed project would not develop

new roads or change the design of existing roads and intersections and, therefore, impacts would be **less than significant**.

d) Result in inadequate emergency access?

Less-than-Significant Impact. Slow-moving trucks entering and exiting the site along County Roads 124 could delay the movement of emergency vehicles or slow emergency access to or from locations in the Elkhorn Basin. However, emergency access would remain available during the full construction period, and because of the low number of truck trips associated with the project, reduction in emergency access would not be significant and the project would not result in inadequate emergency access. Construction of the proposed project would be short term and temporary, and operations-related traffic would be the same compared to current conditions. Therefore, impacts would be **less than significant**.

3.18 Tribal Cultural Resources

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII.	**TRIBAL CULTURAL RESOURCES – Would the project**				
a)	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
ii.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.18.1 Environmental Setting

Ethnographically, the project is situated in the ethnographic territory of both the Patwin (Wintun) and Valley Nisenan Tribes. More specifically, the project lies at the eastern extent of Patwin territory and the western extent of Nisenan territory (Johnson 1978: Figure 1; Wilson and Towne 1978: Figure 1). Most tribes in central California, including the Patwin and Nisenan, had similar subsistence-settlement patterns, material culture, and social structures (Kroeber 1929). A brief overview of the ethnographic literature for these groups is described below.

Nisenan

In the Nisenan territory, several political divisions (or tribelets) each had their own respective headmen who lived in the larger villages. As with most valley and foothill groups, the Nisenan utilized a wide variety of floral and faunal food sources. The acquisition of faunal species was accomplished through any number of techniques and implements including the bow and arrow, game drives, and decoys. Nets, traps, rodent hooks, and fire were all put to use in hunting small game. Fish were caught with nets, gorges, hooks, and harpoons (Wilson and Towne 1978).

Patwin

Similar to the Nisenan, the Patwin typically lived in small groups, commonly known as Tribelets. Tribelets were characterized by a main village with smaller satellite villages and temporary camps (Kroeber 1932). Temporary dwellings were built, outside the main village, for the purpose of hunting and seasonal rounds of food gathering, as did most Indigenous Californians. Of special importance to

the Patwin diet were elk, deer, acorns, and salmon. Berries, nuts, herbs, and seeds were also gathered for processing. The Patwin acquired some non-local foods through trade and collaboration with neighboring Tribes. Group hunting methods were used to corral, shot, and or trap deer, elk, and larger fowl.

Methods of Analysis

The previous request was sent to the California Native American Heritage Commission (NAHC) requesting a list of Native American contacts for the Bryte Landfill Project area and a search of the NAHC's Sacred Lands File (SLF) was sent on March 27, 2017. The NAHC responded to the request and provided a list of Native American contacts and indicated that there are no known Sacred Sites listed in their Sacred Lands File for the proposed project area on March 29, 2017.

In accordance with California Public Resources Code (PRC) 21080.3.1, Native American Tribes that are culturally and traditionally affiliated with the project area were consulted for the Bryte Landfill Project and were requested to provide any information on Tribal Cultural Resources (TCRs) which could potentially be impacted by the proposed project. The list of Tribes consulted in accordance with PRC 21080.3.1 included Tribes that had previously requested consultation with both SAFCA and with Yolo County for any projects within the Tribes' area of cultural affiliation. The lists from SAFCA and Yolo County included all contacts identified by the NAHC.

Consultation with culturally and traditionally affiliated Tribes for the Bryte Landfill Project began on April 3, 2017. SAFCA sent letters to each contact, identifying SAFCA as the lead CEQA agency, and requesting information on TCRs. Letters were sent to the Yocha Dehe Wintun Nation, United Auburn Indian Community, Buena Vista Rancheria of Miwok Indians of California, Torres Martinez Desert Cahuilla Indians, Ione Band of Miwok Indians, Wilton Rancheria, and Cortina Band of Indians.

Buena Vista Rancheria of Miwok Indians, United Auburn Indian Community, Torres Martinez Desert Cahuilla Indians, Yocha Dehe Wintun Nation, and Wilton Rancheria responded to the consultation letter in writing. Ione Band of Miwok Indians responded via telephone. Of these, Buena Vista Rancheria of Miwok Indians of California and Torres Martinez Desert Cahuilla indicated that they did not wish to consult further. United Auburn Indian Community, Ione Band of Miwok Indians, and Wilton Rancheria requested a site visit to the proposed project site. Yocha Dehe Wintun Nation did not request a site visit.

A Native American field review of the proposed project site was conducted by the Ione Band of Miwok Indians (May 12, 2017) and the United Auburn Indian Community (June 13, 2017).

According to previous Native American consultation, no TCRs have been identified in or adjacent to the proposed project area. Additionally, as discussed in Section 3.5, "Cultural Resources," no Native American archaeological sites, human remains, or other Native American cultural resources were identified in the proposed project area during previous surveys.

For this project, SAFCA contacted all the same tribes, except for the Buena Vista Rancheria of Miwok Indians of California and the Torres Martinez Desert Cahuilla Tribes, and added contact with the Shingle Springs Ban of Miwok Indians for consultation under PRC 21080.3.1. All tribes were contacted on August 8, 2023.

3.18.2 Discussion

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature,

place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less-than-Significant Impact with Mitigation Incorporated. TCRs are either (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that is either on or eligible for inclusion in the CRHR or a local historic register; or (2) a resource that the lead agency, at its discretion and supported by substantial evidence, chooses to treat as a TCR. Additionally, a cultural landscape may also qualify as a TCR if it meets the criteria to be eligible for inclusion in the CRHR and is geographically defined in terms of the size and scope of the landscape. Other historical resources (as described in PRC 21084.1), a unique archaeological resource (as defined in PRC 21083.2[g]), or non-unique archaeological resources (as described in PRC 21083.2[h]), may also be a TCR if it conforms to the criteria to be eligible for inclusion in the CRHR.

Though very unlikely due to the previous grading and construction of the CAMU and unencountered TCR, the possibility remains that a TCR may be discovered during project-related ground-disturbing activities. If this were to occur, then it would be a potentially significant impact. Mitigation Measure TCR-1, described below, has been identified to address this potential impact.

Mitigation Measure TCR-1: In the Event TCRs are Discovered during Construction, Implement Procedures to Evaluate TCRs and Implement Avoidance and Minimization Measures to Avoid Significant Impacts.

SAFCA shall implement the following measures to reduce impacts to TCRs.

2. Culturally affiliated Tribes shall be further consulted concerning TCRs that may be impacted if these types of resources are discovered during construction. Further consultation with culturally affiliated Tribes shall focus on identifying measures to avoid or minimize impacts on any such resources discovered during construction. Should a TCR be identified in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of a TCR:

    - Each identified TCR shall be evaluated for CRHR eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes.

- If a TCR is determined to be eligible for listing on the CRHR, SAFCA shall avoid damaging effects to the TCR in accordance with PRC Section 21084.3, if feasible. If SAFCA determines that the project may cause a significant impact to a TCR, and measures are not otherwise identified in the consultation process, the following are measures would avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than-significant may be reached:

  iii. Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

  iv. Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:

    f. Protect the cultural character and integrity of the resource.

    g. Protect the traditional use of the resource.

    h. Protect the confidentiality of the resource.

    i. Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.

    j. Protect the resource.

Timing: Before and during construction.

Responsibility: Sacramento Area Flood Control Agency.

Implementing Mitigation Measure TCR-1 would reduce the potentially significant impact on any previously undiscovered Tribal Cultural Resources to a **less-than-significant level with mitigation** because the resources would be avoided and preserved in place or otherwise treated with culturally appropriate dignity to protect the resource.

3.19 Utilities and Service Systems

	Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX.	**UTILITIES AND SERVICE SYSTEMS – Would the project:**				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
g)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste	☐	☐	☒	☐

3.19.1 Environmental Setting

The project site is located within Reclamation District 537 which provides levee maintenance, drainage, and agricultural irrigation services.

Water Supply

Potable water supplies in the unincorporated areas of Yolo County are provided by groundwater pumped from private wells. The project site is located within the Yolo Subbasin of the Sacramento Valley Groundwater Basin.

Wastewater

The project area is not located in a municipal wastewater system service area. Instead, wastewater treatment is provided by private on-site septic systems (Yolo County 2009).

Stormwater Drainage

Drainage facilities in the unincorporated areas of Yolo County are limited. On-site ditches that convey water to existing roadside ditches are commonly used by most agricultural land uses, including those within the project area (Yolo County 2009).

Solid Waste

The Yolo County Central Landfill is located at the intersection of Yolo County Road 28 and County Road 104 in Davis. The landfill has a maximum permitted capacity of 49 million cubic yards (mcy) and a remaining capacity of 33 mcy. The landfill is scheduled for closure on February 21, 2124. (CalRecycle 2019.)

3.19.2 Discussion

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The proposed project would generate wastewater from use of the Corporation Yard building. The proposed project includes construction of a septic tank and leach field to collect and manage wastewater. Prior to construction of the wastewater system, SAFCA would submit a permit application to the Yolo County Director of Environmental Health to obtain an Onsite Wastewater Treatment System Installation Permit. The proposed project would require a drinking water line to be installed for use of the Corporation Yard building. SAFCA would also obtain a permit from Yolo County for construction of a new on-site groundwater well. A pump and associated piping would be installed to help facilitate water conveyance and water would be stored onsite in a 24,000-gallon storage tank for fire suppression and a 125-gallon storage tank for use in bathrooms and sinks within the building. The proposed project would require electrical power, and SAFCA would coordinate with PG&E to obtain electricity. It is anticipated that electricity would be provided by existing power lines. The proposed project would not require new stormwater facilities, only clearing of existing drainage channels and constructing one new culvert along the access road. Surface runoff from the project site would be collected by the drop inlets and conveyed to the drainage channel located around the perimeter of the project site. Therefore, the project would have a **less than significant impact**.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The proposed project would require the installation of a water well for potable water and for supply of fire suppression water at the Corporation Yard building. The proposed project would require less than an acre foot of water annually for operation of the Corporation Yard building. Therefore, the project would have a **less than significant impact**.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. See item a). The proposed project would construct an onsite septic and leach field wastewater system to serve the project's wastewater demand. Therefore, there would be no wastewater treatment provider and there would be **no impact**.

d and e) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. The proposed project would cause a temporary increase in the generation of solid waste from construction activities. Solid waste would be disposed of at a nearby Landfill, such as the Yolo County Central Landfill which has a capacity that would be more than adequate to serve the short-term construction-related disposal needs (approximately 2 cubic yards) of the proposed project. Solid waste from operation and maintenance activities on the project site would be the same as current conditions. The project would comply with federal, state, and local management and reduction statues and regulations related to solid waste. This impact would be a **less than significant**.

3.20 Wildfire

Environmental Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX.	**WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Environmental Setting

The project site is located in a largely undeveloped area surrounded primarily by agricultural uses. The project site is not located in a high severity fire zone or SRA (CALFIRE 2022).

3.20.2 Discussion

a, b, c, d) Substantially impair an adopted emergency response plan or emergency evacuation plan? Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not located in a high severity fire zone or SRA. There would not be an increase in the number of users at the project site or in the vicinity that could impair emergency response or evacuation compared to existing conditions. Additionally, the short-term, temporary nature of construction and the intermittent nature of material off hauling and drop-off via large trucks at the project site would not pose a risk to emergency response or evacuation during an emergency. In addition, an on-site water storage tank would be constructed as part of the proposed project and could be used in case of a fire. Therefore, the project would have **no impact**.

3.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE – Would the project:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.21.1 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact with Mitigation Incorporated. The analysis conducted in this IS concludes that the proposed project with mitigation would not have a significant effect on the physical environment and would not result in any of the impacts defined in a) above.

As evaluated in Section 3.3, "Air Quality," the proposed project could have potential adverse effects during construction activities on air quality emissions. However, with implementation of Mitigation Measures AQ-1, impacts on air quality would be reduced to **less-than-significant level with mitigation**.

As evaluated in Section 3.4, "Biological Resources," the proposed project could have potential adverse effects during construction activities on special-status plants and wildlife, nesting birds, and sensitive

habitats. However, with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4a, BIO-4b, BIO-5a, and BIO-5b, these impacts would be reduced to **less-than-significant level with mitigation**.

As evaluated in Section 3.5, "Cultural Resources," the proposed project could have potential adverse effects during ground-disturbing construction activities on presently unknown subsurface historical and archaeological resources and human remains. However, with implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 included in Section 3.5, these potential impacts, if they occur, would be reduced to **less-than-significant level with mitigation**.

As evaluated in Sections 3.7, "Geology and Soils," and 3.10, "Hydrology and Water Quality," the proposed project could result in adverse effects to groundwater quality and/or surface water quality during construction activities. However, with implementation of Mitigation Measure GEO-1 included in Sections 3.6 and 3.9, these impacts would be reduced to **less-than-significant level with mitigation**.

As evaluated in Section 3.18, "Tribal Cultural Resources," the proposed project could adversely affect Tribal Cultural Resources if any are discovered during project-related construction activities. However, with implementation of Mitigation Measure TCR-1 included in Section 3.18, this impact would be reduced to **less-than-significant level with mitigation**.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact. Past and present projects within the Lower Elkhorn Basin are limited because the basin is primarily used for agricultural production. The closed Old Bryte Landfill is a past project that was remediated by the construction of CAMU site, which is the location of the proposed project. Construction of the LEBLS project started in 2020, and construction-related impacts of that project could overlap with construction of the proposed project. Several other existing or probable future flood risk reduction and ecosystem/habitat restoration projects are under construction or proposed in the nearby Yolo Bypass and Sacramento River, but their impacts would not substantially interact with the proposed project's impacts except for regional construction-related impacts such as air quality and GHG emissions. The proposed project would have negligible, operations-related impacts. As summarized below, the proposed project would not result in any cumulatively considerable incremental contribution to significant cumulative impacts resulting from the projects listed above or any other past, present, or probable future projects in the area.

Construction of the proposed project would result in temporary and short-term impacts that would be primarily limited to the project site and immediate vicinity. As discussed in this IS, the proposed project would result in less-than-significant impacts or no impacts on the following resource areas: aesthetics, agriculture and forestry, energy, greenhouse gas emissions, hazards and hazardous materials, land use and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wildfire. Furthermore, mitigation measures have been identified in this IS that would reduce impacts to a less-than-significant level in the following areas: air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, and tribal cultural resources. Therefore, all impacts would be less than significant or would be reduced to a less-than-significant level through implementation of required mitigation measures, and the proposed project would not make a cumulatively considerable incremental contribution to significant cumulative adverse

impacts on those resource areas. The incremental effects of the proposed project would not be cumulatively considerable when viewed together with the effects of past, present, and reasonably foreseeable future projects. Therefore, cumulative impacts would be **less than significant**.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. As discussed throughout this IS, construction and operation of the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. Furthermore, mitigation measures are identified to reduce the proposed project's potentially significant effects on biological resources, cultural resources, geology and soils, hydrology and water quality, and tribal cultural resources to less-than-significant levels. Thus, construction and operation of the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly. Therefore, impacts on human beings would be **less than significant**.

Chapter 4. References

MITIGATED NEGATIVE DECLARATION

No references cited.

INITIAL STUDY

No references cited.

1 Introduction

No references cited.

2 Project Description

EPA. *See* U.S. Environmental Protection Agency.

Geosyntec Consultants, Inc. 2017a (June). *Remedial Action Plan: Former Bryte Landfill, County Road 126, West Sacramento, California*. Prepared for Sacramento Area Flood Control Agency. Sacramento, CA.

_______. 2017b (April). *Remedial Investigation/Feasibility Study Report: Former Bryte Landfill, County Road 126, West Sacramento, California*. Prepared for Sacramento Area Flood Control Agency. Sacramento, CA.

_____. Corporation Yard Construction 90% *Draft Construction Drawings Former Bryte Landfill*.

SAFCA. *See* Sacramento Area Flood Control Agency.

SAFCA. 2017 (September). *Initial Study/Proposed Mitigated Negative Declaration for the Bryte Landfill Remediation Project, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program*. State Clearinghouse No. 2017082037.

_____. 2018 (May). *Addendum No. 1 to the Mitigated Negative Declaration for the Bryte Landfill Remediation Project*. State Clearinghouse No. 2017082037.

_____. 2019a (February). *Addendum No. 2 to the Mitigated Negative Declaration for the Bryte Landfill Remediation Project*. State Clearinghouse No. 2017082037.

_____. 2019b (March). *Addendum No. 3 to the Mitigated Negative Declaration for the Bryte Landfill Remediation Project*. State Clearinghouse No. 2017082037.

_____. 2019c (September). *Addendum No. 4 to the Mitigated Negative Declaration for the Bryte Landfill Remediation Project*. State Clearinghouse No. 2017082037.

_____. 2019d (October). *Addendum No. 5 to the Mitigated Negative Declaration for the Bryte Landfill Remediation Project*. State Clearinghouse No. 2017082037.

_____. 2020 (April). *Addendum No. 6 to the Mitigated Negative Declaration for the Bryte Landfill Remediation Project*. State Clearinghouse No. 2017082037.

U.S. Environmental Protection Agency. 1990. *National Oil and Hazardous Substances Pollution Contingency Plan*: Federal Register, v. 55, p. 8666.

3 Environmental Checklist

No references cited.

3.1 Aesthetics

Sacramento Area Council of Governments. 2013 (December). *Sacramento International Airport Land Use Compatibility Plan*. Prepared by Mead & Hunt, Inc. and ESA Airports, Inc. Available: http://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf. Accessed May 30, 2023.

SACOG. *See* Sacramento Area Council of Governments.

Yolo County. 2009 (November). *2030 Countywide General Plan*. Prepared by Design, Community & Environment and LSA Associates. Available: https://www.yolocounty.org/government/general-government-departments/county-administrator/general-plan/adopted-general-plan. Accessed May 30, 2023.

3.2 Agricultural and Forestry Resources

California Department of Conservation. 2018a. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed February 9, 2023.

———. 2018b. Yolo County 2014-2016 Land Use Conversion Tables. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/2014-2016_Farmland_Conversion_Report.aspx Accessed March 7, 2023.

DOC. *See* California Department of Conservation.

Yolo County. 2009 (November). *2030 Countywide General Plan*. Prepared by Design, Community & Environment and LSA Associates. Available: https://www.yolocounty.org/government/general-government-departments/county-administrator/general-plan/adopted-general-plan . Accessed May 30, 2023.

3.3 Air Quality

Yolo-Solano Air Quality Management District. 2007. Handbook for Assessing and Mitigating Air Quality Impacts. Available at: http://www.ysaqmd.org/wp-content/uploads/2016/06/CEQAHandbook2007.pdf. Accessed May 30, 2023.

YSAQMD. *See* Yolo-Solano Air Quality Management District.

Sacramento Metropolitan Air Quality Management District. 2020. *Guide to Air Quality Assessment in Sacramento County, Chapter 2 Environmental Review and Thresholds of Significance*. Available: https://www.airquality.org/LandUseTransportation/Documents/Ch2EnvRevThresholds4-25-2020.pdf Available: May 30, 2023.

SMAQMD. *See* Sacramento Metropolitan Air Quality Management District.

3.4 Biological Resources

Baldwin, B. G., D. H. Goldman, D. J. Keil, R. Patterson, T. J. Rosatti, and D. H. Wilken (eds.). 2012. *The Jepson Manual: Vascular Plants of California, Second Edition*. Berkeley: University of California Press.

California Department of Fish and Game. 2010. List of Vegetation Alliances and Associations. California Department of Fish and Game.

———. 2012. Staff Report on Burrowing Owl Mitigation. State of California Natural Resources Agency, Sacramento, CA.

_____. 2023. California Natural Diversity Database (CNDDB), Wildlife and Habitat Data Analysis Branch, RareFind Version 6. Commercial version. Available at: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data . Accessed March 24, 2023.

California Native Plant Society. 2023a. Calscape Database. Sacramento, California. Available: http://www.rareplants.cnps.org. Accessed March 23, 2023.

_____. 2023b. Inventory of Rare and Endangered Plants (online edition, v802). California Native Plant Society, Sacramento, California. Available: http://www.rareplants.cnps.org. Accessed March 23, 2023.

CDFG. *See* California Department of Fish and Game.

CDFW. *See* California Department of Fish and Wildlife.

CNPS. *See* California Native Plant Society.

eBird. 2023. eBird: An online database of bird distribution and abundance [web application]. Accessed on March 27, 2023. Available at: https://ebird.org/explore .

Shuford, W.D., and Gardali, T., editors. 2008. California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Wildlife, Sacramento, CA.

Swainson's Hawk Technical Advisory Committee. 2000. Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83990&inline.

U.S. Fish and Wildlife Service. 2023. Information for Planning and Consultation (iPAC). Species list generator. Available at: https://ecos.fws.gov/ipac/. Accessed March 24, 2023.

USFWS. *See* U.S. Fish and Wildlife Service.

Western Monarch and Milkweed Occurrence Database. 2018. Data accessed from the Western Monarch Milkweed Mapper, a project by the Xerces Society, U.S. Fish and Wildlife Service, Idaho Department of Fish and Game, and Washington Department of Fish and Wildlife. Accessed on March 28, 2023. Available at: www.monarchmilkweedmapper.org.

Yolo Habitat Conservancy. 2018a (April). Final; *Yolo Habitat Conservation Plan/Natural Community Conservation Plan*. Woodland, CA.

_____. 2018b. Final; *Environmental Impact Statement/Report - Yolo Habitat Conservation Plan/ Natural Community Conservation Plan.*

Xerces Society. 2018 (October). A Petition to the State of California Fish and Game Commission to List: The Crotch bumble bee, Franklin's bumble bee, Suckley cuckoo bumble bee, and western bumble bee as Endangered under the CESA. Defenders of Wildlife, Center for Food Safety.

3.5 Cultural Resources

Bennyhoff, J. A. 1977. Ethnography of the Plains Miwok. Center for Archaeological Research at Davis Publication No. 5. University of California, Davis, Davis, CA.

California Department of Parks and Recreation. 1976. *California Inventory of Historic Resources*. Document available at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

_____. 1992. *California Points of Historical Interest*. Office of Historic Preservation, Sacramento, CA. Available at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

California Department of Transportation.1989. *Caltrans Bridge Inventory*. Available at Northwest Information Center, Sonoma State University, Rohnert Park, CA.

_____. 2000. *Caltrans Bridge Inventory*. Available at Northwest Information Center, Sonoma State University, Rohnert Park, CA.

_____. 2004. *Caltrans Bridge Inventory*. Available at Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Caltrans. *See* California Department of Transportation.

Clark, W. B. 1970. *Gold Districts of California*. California Division of Mines and Geology Bulletin 193.

DPR. *See* California Department of Parks and Recreation.

Fredrickson, D. A. 1973. *Early Cultures of the North Coast Ranges, California.* Unpublished Ph.D. dissertation, Department of Anthropology, University of California, Davis.

_____. 1974. Cultural Diversity in Early Central California: A View from the North Coast Ranges. Journal of California Anthropology 1:41-54.

GEI. See GEI Consultants, Inc.

GEI Consultants, Inc. 2017a. *Cultural Resources Inventory and Evaluation Report for the Lower Elkhorn Basin Levee Setback Project.* Prepared for U.S. Army Corps of Engineers, Sacramento District and California Department of Water Resources. On file at GEI Consultants, Inc., Rancho Cordova, CA.

GEI Consultants, Inc. 2017b. *Bryte Landfill Remediation Project Mitigated Negative Declaration*. Prepared for Sacramento Area Flood Control Agency. On file at GEI Consultants, Inc., Rancho Cordova, CA.

GEI Consultants, Inc. 2019. *Cultural Resources Inventory and Evaluation Report for the Bryte Landfill Remediation Project*. Prepared for U.S. Army Corps of Engineers, Sacramento District and Sacramento Area Flood Control Agency. On file at GEI Consultants, Inc., Rancho Cordova, CA.

Gudde, E. G. 1969. *California Place Names*. University of California Press. Berkeley, CA.

_____. 1975. *California Gold Camps*. University of California Press, Berkeley, CA.

Hart, James D. 1978. *A Companion to California.* Oxford University Press, New York, NY.

Heizer, R. F., and F. Fenenga. 1939. Archaeological Horizons in Central California. *American Anthropologist* 41:378–399.

Hoover, Mildred Brooke and Douglas E. Kyle. 1990. *Historic Spots in California*. Stanford University Press, Stanford, CA.

Hoover, Mildred Brooke and William N. Abeloe. 1966. *Historic Spots in California*. Stanford University Press, Stanford, CA.

Johnson, J. J. 1967. The Archaeology of the Camanche Reservoir Locality, California. Paper 6. Sacramento Anthropological Society, Sacramento, CA.

Johnson, P.J. 1978. Patwin. Pages 350–360 in R.F. Heizer (ed.), *California Handbook of North American Indians*, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Kroeber, A.L. 1929. The Valley Nisenan. University of California Publications in American Archaeology and Technology (24(4):253–290.

Lillard, J. B., R. F. Heizer, and F. Fenenga. 1939. *An Introduction to the Archaeology of Central California*. Bulletin 2. Department of Anthropology, Sacramento Junior College, Sacramento, CA.

Milliken, R., R. T. Fitzgerald, M. G. Hylkema, R. G. Groza, T. Origer, D. G. Bieling, A. Leventhal, R. S. Wiberg, A. Gottsfield, D. Gillette, V. Bellifemine, E. Strother, R. Cartier, and D. Fredrickson.

2007. Punctuated Culture Change in the San Francisco Bay Area. In California Prehistory, edited by T. L. Jones and K. A. Klar, pp. 99-123. Altamira Press, Lanham, MD.

Moratto, M. J. 1984 (2004). *California Archaeology*. Coyote Press, Salinas, CA.

National Park Service. 1996. *National Register of Historic Places*. List of properties available at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

NPS. *See* National Park Service.

Office of Historic Preservation. 1996. *California Historical Landmarks*. California State Parks, Sacramento, CA.

_____. 1999. *Technical Assistance Series 10: California State Law and Historic Preservation*. Office of Historic Preservation, Sacramento, CA.

_____. 2006. *Directory of Properties in the Historic Resources Inventory*. In Print. Available at the California Historical Resource Information Centers (CHRIS).

Office of Historic Preservation. 2023. "Built Environment Resource Directory: Yolo County." Available at https://ohp.parks.ca.gov/?page_id=30338. Accessed April 4, 2023.

OHP. *See* Office of Historic Preservation.

Polanco, Julianne. 2017. Letter Re: COE_2016_0907_001: Section 106 Consultation for the Lower Elkhorn Basin Levee Setback Project, Yolo County, California. To Mr. Mark T. Ziminske – Chief, Environmental Resources Branch, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814-2922. From Julianne Polanco, SHPO. December 21, 2017.

Rosenthal, J. S., G. G. White, and M. Q. Sutton. 2007. The Central Valley: A View from the Catbird's Seat. Pages 147–163 in T. L. Jones and K. A. Klar (eds.), *California Prehistory: Colonization, Culture, and Complexity,* AltaMira Press, Lanham, MD.

Walters, Shipley. 1987. *West Sacramento: The Roots of a New City*. Yolo County Historical Society, Woodland, CA.

Wilson, N. L., and A. H. Towne. 1978. Nisenan. Pages 387–397 in R. F. Heizer (ed.), California. Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

3.6 Energy

California Energy Commission. 2021. *Electricity Consumption by County*.

CEC. *See* California Energy Commission.

Yolo County. 2009 (November). *2030 Countywide General Plan*. Prepared by Design, Community & Environment and LSA Associates. Available: https://www.yolocounty.org/government/general-government-departments/county-administrator/general-plan/adopted-general-plan. Accessed May 30, 2023.

3.7 Geology and Soils

California Geological Survey. 2022. Regulatory Maps Available: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed: March 24, 2023.

CGS. *See* California Geological Survey.

Jennings, C.W. and Bryant, W.A. 2010. *2010 Fault Activity Map of California*. Available: http://maps.conservation.ca.gov/cgs/fam/. Accessed June 19, 2017.

NRCS. *See* U.S. Natural Resources Conservation Service.

U.S. Natural Resources Conservation Service. 2023 (March). Web Soil Survey. Available: https://websoilsurvey.nrcs.usda.gov/app/. Accessed March 24, 2023.

Wagner et al. 1981. *Geologic Map of the Sacramento Quadrangle, California 1:250,000*.

Yolo County. 2016a. *Yolo County Onsite Wastewater Treatment System Ordinance.* Available: https://www.yolocounty.org/home/showpublisheddocument/34904/636053233341730000 Accessed: March 24, 2023.

_____. 2016b. *Onsite Wastewater Treatment Systems Manual*. Available: https://www.yolocounty.org/home/showpublisheddocument/34902/636053232787770000 Accessed: March 24, 2023.

3.8 Greenhouse Gas Emissions

Intergovernmental Panel on Climate Change. 2013. *Climate Change 2013: The Physical Science Basis, Summary for Policy Makers*. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Available: http://www.ipcc.ch/report/ar5/wg1/. Accessed June 22, 2017.

3.9 Hazards and Hazardous Materials

California Department of Toxic Substances Control. 2023a. *Envirostor Hazardous Waste and Substances Site List (Cortese).* Available: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM,COLUR&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+(CORTESE). Accessed: May 23, 2022

_____. 2023b. *Cortese List: Section 65962.5(a).* Available: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/. Accessed: May 23, 2022.

_____. 2023c. *Certiciation of Remedial Action, Former Bryte Landfill Property and Corrective Action Management Unit Equivalent, 50035 County Road 126 and Property Located North-Northwest of Where County Road 124 Becomes County Road 126, West Sacramento, California 95691.* Available:

https://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60001146&enforcement_id=60533664. Accessed; July 7, 2023.

CalEPA. *See* California Environmental Protection Agency.

Central Valley Regional Water Quality Control Board. 2010 (March). *No Further Action Determination, Agriventure 1341 Property, Road 124, Yolo County*. Central Valley Region, Rancho Cordova, CA.

Central Valley RWQCB. *See* Central Valley Regional Water Quality Control Board.

DTSC. *See* California Department of Toxic Substances Control.

California Environmental Protection Agency. 2018. *Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit.* Available: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Accessed: May 30, 2023.

EPA. *See* Environmental Protection Agency.

SACOG. *See* Sacramento Area Council of Governments.

Sacramento Area Council of Governments. 2013 (December). *Sacramento International Airport Land Use Compatibility Plan*. Prepared by Mead & Hunt, Inc. and ESA Airports, Inc. Available: http://www.sacog.org/sites/main/files/file-attachments/smf_alucp_all_adopted_dec_2013.pdf. Accessed May 30, 2023.

California State Water Resources Control Board. 2023a. *GeoTracker Database.* Available: https://geotracker.waterboards.ca.gov/map/?global_id=T0601700073. Accessed: May 30, 2023.

_____. 2023b. *CDO-CAO List.* Available: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx. Accessed: May 30, 2023.

Environmental Protection Agency. 2023. *Superfund Enterprise Management System (SEMS) Database*. Available: https://www.epa.gov/enviro/sems-search. Accessed: May 30, 2023.

SWRCB. *See* State Water Resources Control Board.

3.10 Hydrology and Water Quality

California Department of Water Resources. 2018. SGMA Data Viewer. Available: https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#boundaries Accessed: March 24, 2023.

Central Valley Regional Water Quality Control Board. 2019. *The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board, Central Valley Region, Fifth*

Edition. Available: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf Accessed: March 24, 2023.

Central Valley RWQCB. *See* Central Valley Regional Water Quality Control Board.

DWR. *See* California Department of Water Resources.

Water Resources Association of Yolo County. 2007 (April). Integrated Regional Water Management Plan. Woodland, CA.

WRA. *See* Water Resources Association of Yolo County.

YCFDWCD. *See* Yolo County Flood Control and Water Conservation District.

Yolo County. 2013. County of Yolo Emergency Operations Plan: Basic Plan. Version 1.0, Revised December 2013. Yolo County Office of Emergency Services. Woodland, CA.

Yolo County Flood Control and Water Conservation District. 2006 (June). Groundwater Management Plan. Woodland, CA.

3.11 Land Use and Planning

Yolo County. 2009 (July). *Yolo County General Plan Land Use Designations: General Plan 2030*. Available: http://yolocounty.org/Home/ShowDocument?id=10862. Accessed: May 30, 2023.

3.12 Mineral Resources

DOC. *See* Department of Conservation.

Department of Conservation. 2018. *Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region*. Available: https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_245-MLC-SacramentoPCR-2018-Report-a11y.pdf Accessed: May 30, 2023.

3.13 Noise

California Department of Transportation. 2020. *Transportation and Construction Vibration Guidance Manual.*

Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. Federal Transit Administration. U.S. Department of Transportation.

FTA. *See* Federal Transit Administration.

State Office of Noise Control Guidelines. 2017. *Appendix D: Noise Control Guidelines*. Available: https://opr.ca.gov/docs/OPR_Appendix_D_final.pdf Accessed: August 16, 2023.

Yolo County. 2005 (April). *Yolo County 2030 Countywide General Plan, Transportation and Circulation.* Available: http://www.yolocounty.org/home/showdocument?id=9182. Accessed: May 31, 2023.

3.14 Population and Housing

California Department of Finance. 2023 (May). *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2022 and 2023.* Available: https://dof.ca.gov/forecasting/demographics/estimates-e1/. Accessed February 7, 2023.

California Employment Development Department. 2021a (December). *Current Employment Statistics – Yolo County.* Available: https://labormarketinfo.edd.ca.gov/geography/yolo-county.html. Accessed February 7, 2023.

———. 2021b (December). *Current Employment Statistics – Sacramento County*. Available: https://labormarketinfo.edd.ca.gov/geography/sacramento-county.html. Accessed February 7, 2023.

DOF. *See* California Department of Finance.

EDD. *See* California Employment Development Department.

Yolo County. 2009 (November). *2030 Countywide General Plan*. Prepared by Design, Community & Environment and LSA Associates. Available: https://www.yolocounty.org/government/general-government-departments/county-administrator/general-plan/adopted-general-plan. Accessed May 31, 2023.

3.15 Public Services

Yolo County. 2009 (November). *2030 Countywide General Plan*. Prepared by Design, Community & Environment and LSA Associates. Available: https://www.yolocounty.org/government/general-government-departments/county-administrator/general-plan/adopted-general-plan . Accessed May 31, 2023

Yolo Local Agency Formation Commission. 2016. Fire Protection Districts. Available: http://www.yolocounty.org/government/yolo-lafco/special-district-directory/fire-protection-districts. Accessed June 23, 2016.

3.16 Recreation

California Department of Fish and Wildlife. 2017. *Sacramento Bypass Wildlife Area.* Available: https://www.wildlife.ca.gov/Lands/Places-to-Visit/Sacramento-Bypass-WA. Last updated February 2, 2023. Accessed May 31, 2023.

CDFW. *See* California Department of Fish and Wildlife.

Sierra Northern Railway. 2017. *Sacramento River Train*. Available: http://www.sierranorthern.com/passenger-trains/sacramento-rivertrain/. Accessed May 31, 2023.

3.17 Transportation / Traffic

Yolo County. 2009 (November). 2013 (March). *County of Yolo Bicycle Transportation Plan.* Available: http://www.yolocounty.org/home/showdocument?id=2538. Accessed: May 31, 2023.

3.18 Tribal Cultural Resources

Johnson, P.J. 1978. Patwin. Pages 350–360 in R.F. Heizer (ed.), *California Handbook of North American Indians*, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Krober, A.L. 1929. The Valley Nisenan. University of California Publications in American Archaeology and Technology (24(4):253–290.

_____. 1932. The Patwin and Their Neighbors. University of California Publications in American Archaeology and Ethnology 29(4):253-423.

Wilson, N. L., and A. H. Towne. 1978. Nisenan. Pages 387–397 in R. F. Heizer (ed.), California. Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

3.19 Utilities and Service Systems

California Department of Resources Recycling and Recovery. 2019. Solid Waste Information System. Facility/Site Summary Details: Yolo County Central Landfill (57-AA-0001). Available: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/689?siteID=4033/. Accessed March 3, 2023.

CalRecycle. *See* California Department of Resources Recycling and Recovery.

Yolo County. 2009 (November). *2030 Countywide General Plan*. Prepared by Design, Community & Environment and LSA Associates. Available: https://www.yolocounty.org/government/general-government-departments/county-administrator/general-plan/adopted-general-plan . Accessed May 31, 2023.

3.20 Wildfire

California Department of Forestry and Fire Protection. 2022. *State Responsibility Area Fire Hazard Severity Zones*. Available: https://osfm.fire.ca.gov/media/3qlkfaeq/fhsz_county_sra_11x17_2022_yolo_ada.pdf Accessed: May 31, 2023.

CDFW. *See* California Department of Forestry and Fire Protection.

3.21 Mandatory Findings of Significance

No references cited.

This page intentionally left blank.

Chapter 5. Report Preparers

Sacramento Area Flood Control Agency

Dan Tibbitts .....Project Manager, Principal Engineer, Document Review

Melanie Saucier .....Principal Planner, Document Review

Jeremy Goldberg Agency Counsel, Document Review

GEI Consultants, Inc.

Drew Sutton .....Project Director, Document Review

Erick Cooke .....Project Manager, Document Review

Chrissy Russo.....Introduction, Project Description, Aesthetics, Agriculture and Forestry, Air Quality, Energy, Geology and Soils, Greenhouse Gas, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Minerals, Noise, Paleontological Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, Wildfire, and Mandatory Findings of Significance

Hannah Dunn .....Biological Resources

Kelly Fitzgerald-Holland .....Biological Resources

Jesse Martinez, RPA .....Cultural Resources (Archaeological Resources)

Madeline Bowen, RH.....Cultural Resources (Historical Resources)

Amy Wolpert .....Tribal Cultural Resources

Ryan Snyder.....Geographic Information Systems

Marguerite Myers.....Document Production

1673332.2