DAVIS-WOODLAND WATER SUPPLY PROJECT

Environmental Impact Report Addendum No.14

State Clearinghouse No. 2006042175

Prepared for
Woodland Davis Clean Water Agency

February 2022

DAVIS-WOODLAND WATER SUPPLY PROJECT

Environmental Impact Report Addendum No.14

State Clearinghouse No. 2006042175

Prepared for

Woodland Davis Clean Water Agency
855 Co Road 102
Woodland, CA 95776

February 2022

Prepared by

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, California 95814

Contact

Stephanie Rasmussen

20210171.01

TABLE OF CONTENTS

Figures

Tables

LIST OF ABBREVIATIONS

AB	Assembly Bill
Agency	Woodland Davis Clean Water Agency
AMM	avoidance and minimization measures
AQCMM	Air Quality Construction Mitigation Manager
ASR	Aquifer Storage Recovery
BMP	Best Management Practices
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CNDDB	California Natural Diversity Database
CPG	Conaway Preservation Group
CRPR	California Rare Plant Rank
CVRWQCB	Central Valley Regional Water Quality Control Board
CY	cubic yards
DWWSP	Davis-Woodland Water Supply Project
EIR	environmental impact report
EIS/EIR	environmental impact statement/environmental impact report
ESA	Endangered Species Act
FCAA	federal Clean Air Act
GHG	greenhouse gas
HCP/NCCP	Habitat Conservation Plan/Natural Community Conservation Plan
JPA	joint powers authority
LOS	level of service
MGD	million gallons per day
MMRP	mitigation monitoring and reporting program
NAAQS	National Ambient Air Quality Standards
NOP	notice of preparation
Project Partners	Cities of Davis and Woodland and the University of California, Davis
PVC	polyvinyl chloride

ROW	road right of way
RWTF	regional water treatment facility
SEIR	Supplemental EIR
SHPO	State Historic Preservation Officer
SR	State Route
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
TCR	tribal cultural resources
UC Davis	University of California, Davis
VMT	vehicle miles traveled
YCCL	Yolo County Central Landfill
YSAQMD	Yolo-Solano Air Quality Management District

This page intentionally left blank.

1 INTRODUCTION

1.1 BACKGROUND AND ACTIONS TRIGGERING THE ADDENDUM

The Cities of Davis and Woodland and the University of California, Davis (UC Davis) (Project Partners) are implementing the Davis-Woodland Water Supply Project (DWWSP). The DWWSP involves the development, implementation, and use of a surface water supply for the Project Partners and consists of an intake/diversion structure on the Sacramento River, a raw water conveyance pipeline between the intake/diversion structure to a new regional water treatment facility (RWTF), the RWTF, and distribution pipelines conveying treated surface water from the water treatment plant to each of the three Project Partners.

With the City of Davis as the lead agency, the Project Partners prepared an environmental impact report (EIR) on the DWWSP (State Clearinghouse No. 2006042175) in accordance with the requirements of the California Environmental Quality Act (CEQA). On October 16, 2007, the City of Davis, as acting CEQA lead agency, adopted Resolution No. 07-168, Series 2007, which certified the final EIR; adopted CEQA findings, a statement of overriding considerations, and a mitigation monitoring and reporting program (MMRP); and approved the DWWSP. On November 6, 2007, the City of Woodland, acting as a CEQA responsible agency, adopted Resolution No. 4878, which adopted CEQA findings and the MMRP and approved the DWWSP.

Since certification of the EIR in 2007, the Cities of Woodland and Davis have formed the Woodland Davis Clean Water Agency (Agency), a joint powers authority (JPA), to implement the DWWSP. The Agency has proceeded with implementation of the DWWSP, including additional project planning in support of the engineering design and project construction phases, financial planning, property acquisition, and acquisition of project permits and approvals.

Various addenda have been prepared and adopted to evaluate modifications to the DWWSP since certification of the EIR in 2007. Each addendum evaluated the modifications and confirmed they were covered by the EIR and that there would be no new significant or substantially more severe environmental impacts compared to the impacts evaluated in the EIR. A summary of these documents is provided below.

- On April 21, 2011, the Agency, acting as CEQA lead agency, approved an addendum (Addendum No. 1) to the EIR for the DWWSP that the City of Davis (then acting as CEQA lead agency) certified on October 16, 2007. Addendum No. 1 provided an assessment of changes to Delta water and aquatic resources since certification of the EIR, as well as minor refinements to an element of the DWWSP involving the proposed water transfer from the Conaway Preservation Group (CPG) to the DWWSP. In its Resolution No. 2011-03, the Agency approved Addendum No. 1 and found and determined that no subsequent EIR or further CEQA review was required.
- On June 21, 2012, the Agency approved Addendum No. 2 with Resolution No. 2012-01, which provided an assessment of changes to the location of the proposed RWTF.
- On October 18, 2012, the Agency approved Addendum No. 3 with Resolution No. 2012-03, related to minor revisions to the project raw water and Woodland's finished water pipeline alignments.
- On December 20, 2012, the Agency approved Addendum No. 4 with Resolution No. 2012-04, related to minor revisions to Davis's finished water pipeline alignment.
- On October 10, 2013, the Agency approved Addendum No. 5 with Resolution No. 2013-12, to demonstrate compliance with the General Conformity Rule requirement for State Water Resources Control Board State Revolving Fund and California Department of Public Health Safe Drinking Water State Revolving Fund funding.
- On January 16, 2014, the Agency approved Addendum No. 6 with Resolution No. 2014-05, related to the need for additional solids drying facilities to support operations at the RWTF and the preparation of an updated floodplain modeling assessment.

- On June 19, 2014, the Agency approved Addendum No. 7 with Resolution No. 2014-08, related to modifications to Davis's finished water transmission pipeline route to minimize the impact to traffic on County Road 102, and a change in construction hours in the City of Woodland and Yolo County to provide for flexibility to accommodate changes in weather conditions and daylight work hours.
- On September 17, 2015, the Agency certified a Supplemental EIR (SEIR) that addressed the construction and operation of Aquifer Storage Recovery (ASR) wells that would be used to inject surface water diverted from the Sacramento River through the DWWSP intake and treated at the DWWSP regional water treatment facility (Resolution No. 2015-03, State Clearinghouse No. 2015012062).
- On November 24, 2015, the Agency approved Addendum No. 8 with Resolution No. 2015-05, related to the approval of the installation and use of a temporary pump station at the joint intake site to divert water from the RD 2035 Main Canal for delivery through the newly constructed raw water pipeline for testing and initial operation of the new RWTF.
- On October 18, 2018, the Agency approved Addendum No. 9, related to the approval of the sale of City of West Sacramento water supplies (up to 2.0 thousand acre-feet [TAF]) to the Agency during the period of November 1 through December 31, 2018.
- On October 16, 2019, the Agency approved Addendum No. 10, related to the approval of the sale of City of West Sacramento water supplies (up to 2.0 TAF) to the Agency during the period of November 1 through December 31, 2019.
- On October 13, 2020, the Agency approved Addendum No. 11, related to the approval of the sale of City of West Sacramento water supplies (up to 2.0 TAF) to the Project Partners during the period of November 1, 2020 through February 28, 2021.
- On June 17, 2021, the Agency approved Addendum No. 12, related to the approval of the lease of water under The Nature Conservancy's Mill Creek water rights to the Agency (up to 2.5 TAF) to the Agency during the period of late June through October 31, 2021.
- On October 20, 2021, the Agency approved Addendum No. 13, related to the approval of the lease of water under The Nature Conservancy's Mill Creek water rights to the Agency (up to 3.0 TAF) to the Agency during the period of November 1, 2021 through March 31, 2022 at a rate of up to 8.0 million gallons per day (MGD).

Since certification of the EIR in 2007, approval of Addenda No. 1 through No. 13, and certification of the SEIR in 2015, the Agency has identified the need for minor modifications to the previously approved project. Specifically, the Agency has identified the need for a new transmission pipeline between Well 30 in the City of Davis and the Surface Water Transmission Pipeline. A similar transmission pipeline along the same alignment was evaluated in the EIR but was not constructed; therefore, this addendum focuses on the potential changes/modifications to the previously approved project, any changes in environmental conditions, and any new or substantively different environmental impacts that may occur as a result of the proposed modifications to the approved DWWSP. The project modifications include construction of a transmission pipeline—approximately 1 mile long—within existing roadways (primarily along West Covell Boulevard and Lake Boulevard) that would allow for blending of existing water supplies to improve the taste of the City's drinking water and improvements to the Well 30 site including fill, vegetation removal, and a fire access road.

The purpose of this proposed Addendum is to evaluate and consider whether these modifications to the project would result in new or substantively different impacts compared to previous analyses conducted under CEQA for the project (Public Resources Code, Section 21166; State CEQA Guidelines, Sections 15162, 15164).

1.2 CEQA GUIDELINES REGARDING AN ADDENDUM TO AN EIR

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a Subsequent EIR, an SEIR, and an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a Subsequent EIR would be prepared. In summary, when an EIR has been certified or a negative declaration adopted for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

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

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

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

   (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or

   (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare an SEIR rather than a Subsequent EIR if:

(1) Any of the conditions described in Section 15162 would require the preparation of a Subsequent EIR; and

(2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

CEQA allows lead agencies and responsible agencies issuing discretionary approvals for a project to restrict their review of modifications to a previously approved project to the incremental effects associated with the proposed modifications, compared against the anticipated effects of the previously approved project at buildout. In other words, if the project under review constitutes a modification of a previously approved project that was subject to prior final environmental review, the "baseline" for purposes of CEQA is adjusted such that the originally approved project is assumed to exist.

The Agency is proposing minor modifications to the approved project; these changes are described in Chapter 2, "Description of Proposed Project Modifications," of this Addendum. As demonstrated in detail in this Addendum, the project modifications do not meet any of the relevant criteria listed in Section 15162 that would lead to preparation of an SEIR or a Subsequent EIR. First, the modifications would not result in any new significant environmental effects or a substantial increase in severity of previously evaluated significant effects that result from either a substantial change to the project or changes to the project circumstances. Second, there is no new information of substantial importance since certification of the EIR that shows the modifications would have new significant effects or more severe effects than those previously evaluated. Therefore, pursuant to Section 15163 of the State CEQA Guidelines, the differences between the approved project described in the certified EIR and the refined elements of the project as they are currently proposed are considered minor technical changes. Furthermore, the certified EIR and associated MMRP remain valid for mitigating the identified significant impacts that would result from implementation of the project, including the proposed modifications. For these reasons, an addendum to the certified EIR is the appropriate mechanism to address modifications to the project.

2 DESCRIPTION OF PROPOSED PROJECT MODIFICATIONS

As described in Chapter 1, "Introduction," the Davis Well 30 Pipeline Project (project modifications) is an element of the Davis-Woodland Water Supply Project (DWWSP). This chapter provides a summary of the DWWSP and its relationship to the project modifications, and a detailed description of the project modifications, including construction and operation details, is provided.

2.1 PROJECT LOCATION

The DWWSP is located in the east-central portion of Yolo County, California, between and within the cities of Woodland and Davis, the University of California, Davis (UC Davis) Campus, and west of the Sacramento River as shown in Figure 2-1. The DWWSP currently diverts and conveys water from the Sacramento River westward to the new regional water treatment facility (RWTF), which is located at 855 County Road 102, east of Woodland. An interconnecting treated water transmission pipeline conveys water from the RWTF south to the Project Partner's service areas.

The project modifications include a transmission pipeline—approximately 1 mile long—that would be constructed within existing road rights-of-way (ROW) and improvements at the Well 30 site including fill, vegetation removal, and a fire access road. Figure 2-2 shows the proposed alignment for the pipeline, which is primarily along West Covell Boulevard and Lake Boulevard in Davis, and the location of the Well 30 site improvements.

2.2 DAVIS-WOODLAND WATER SUPPLY PROJECT

The DWWSP involves the development, implementation, and use of a surface water supply for the Cities of Davis and Woodland and UC Davis (Project Partners). The DWWSP consists of an intake/diversion structure on the Sacramento River, a raw water conveyance pipeline between the intake/diversion structure to the RWTF, the RWTF itself, and distribution pipelines conveying treated surface water from the RWTF to each of the three Project Partners (Figure 2-1). Other local improvements such as local distribution pipelines and storage facilities are being constructed independently by each Project Partner. The DWWSP also includes the acquisition and use of a new water right permit for the diversion and use of surface water from the Sacramento River, and the purchase from the Conaway Preservation Group and transfer of a portion of existing water right permits and contractual entitlements, and possibly one or more other water transfers.

The initial phase of the DWWSP, already addressed at a project level in the EIR, included installation of an intake/diversion structure on the Sacramento River, a raw water conveyance pipeline between the intake/diversion structure to the RWTF, the RWTF itself, and distribution pipelines. Figure 2-1 shows the locations of these facilities, which have been constructed. These facilities have completed project level CEQA review and need no further CEQA analysis.

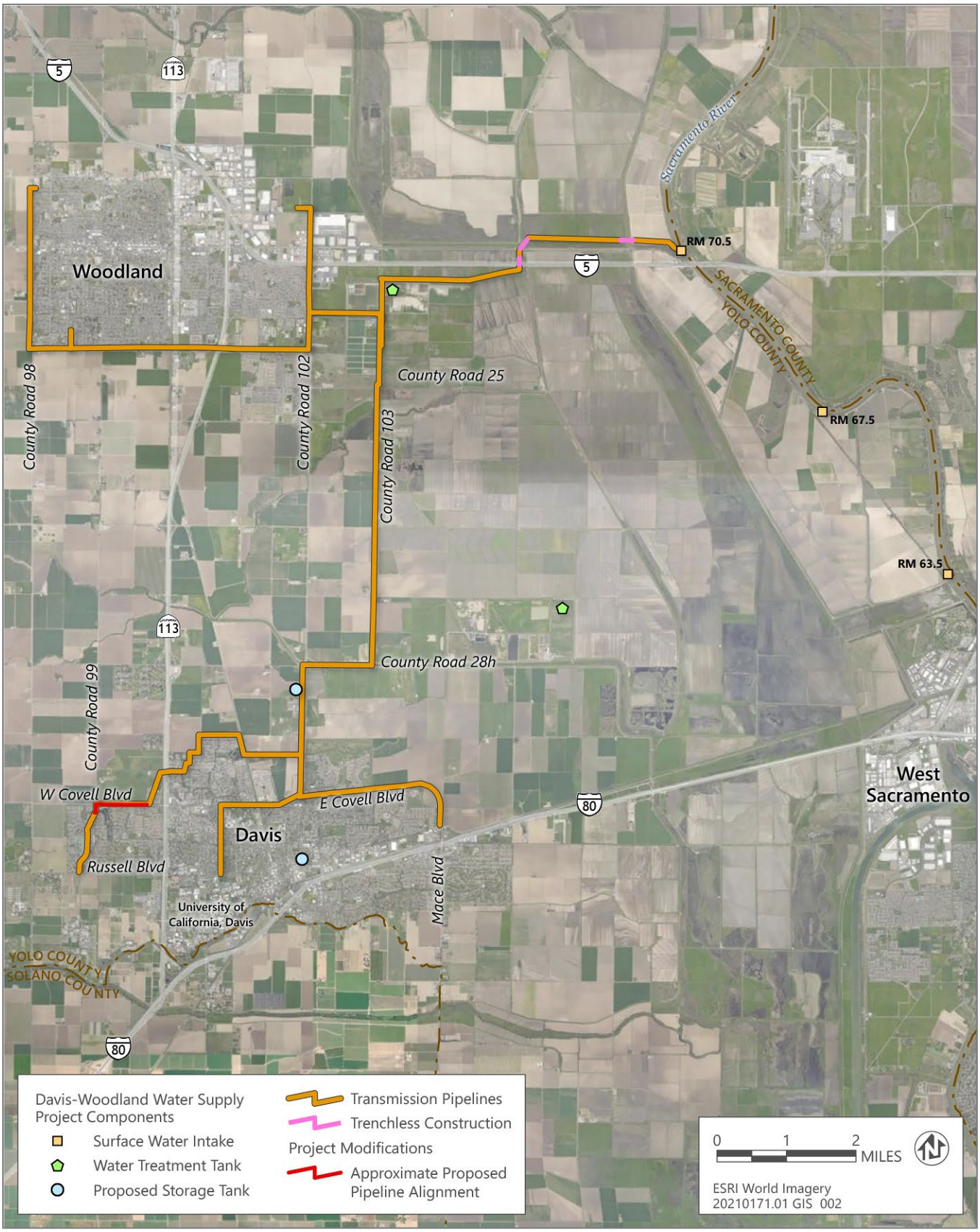

Figure 2-1 Davis-Woodland Water Supply Project Overview

Figure 2-2 Davis Well 30 Project Location

2.3 PROPOSED MODIFICATIONS TO THE PREVIOUSLY APPROVED PROJECT

The project modifications analyzed in this addendum include the installation of a transmission pipeline between Well 30 in the city of Davis and the Surface Water Transmission Pipeline that would allow for blending of existing water supplies to improve the taste of the City's drinking water. This transmission pipeline was evaluated in the EIR (as certified in 2007) but was not constructed. Project modifications also include improvements at the Well 30 site comprising fill, vegetation removal, and a fire access road.

2.3.1 Transmission Pipeline

A transmission pipeline would be constructed within existing road ROW, primarily along West Covell Boulevard and Lake Boulevard (Figure 2-2). The transmission pipeline would extend for approximately 1 mile and would consist of a 16-inch polyvinyl chloride (PVC) pipeline. The existing water transmission pipeline at the eastern terminus would be connected to the new transmission pipeline for delivering water from Well 30 to individual users via existing distribution infrastructure. No additional water supplies or new water rights would be required.

While the pipeline would be underground, several above-ground structures would be needed. Approximately five small (2 feet by 2 feet), above-ground combination air vacuum valve enclosures would be placed along the edge of the sidewalk in the landscaping strips on the south side of West Covell Boulevard and on the west and/or east side of Lake Boulevard. Additionally, the connection at Well 30 would be approximately 2-3 feet above grade. The connection point would be similar to existing above ground structures at the Well 30 site and would be within the currently fenced area of the well site. The fence substantially obscures views of the Well 30 structures from the surrounding area.

2.3.2 Well 30 Site Improvements

Project modifications would also include import of fill to areas immediately north and south of Well 30, vegetation removal in these areas, and construction of a fire access road. Approximately five trees and several shrubs would be removed from the areas immediately north and south of Well 30. The area north of Well 30 is approximately 0.7 acre and would require fill up to 6 feet deep. The area to the south is approximately 0.6 acre and would require fill up to 5 feet deep. In addition, a paved fire access road measuring 150 feet by 20 feet would be constructed between the southern area of fill and the existing Well 30 structure.

2.3.3 Construction

DESCRIPTION OF CONSTRUCTION

Well 30 Site Improvements

Prior to construction of the pipeline, improvements would be made at the Well 30 site to improve access to the staging area. Vegetation would be removed first, then the areas north and south of Well 30 would then be filled, compacted, and temporarily fenced. Following construction of the pipeline and fill of areas at the Well 30 site, the aforementioned paved fire access road would be constructed.

Construction Easement Requirements

Excavating and installing the transmission pipeline would require establishing a temporary construction corridor to provide access for equipment, materials laydown, excavated earth and bedding storage, and pipeline trench earthwork. While the width of this corridor would vary, depending on site constraints, it is expected to range between 23 and 28 feet.

Construction of the pipeline would be conducted using open-cut trenching. The width and depth of the trench would vary, depending on the location along the route. The estimated trench width would be 4.5 feet. The estimated trench depth would be between 5.5 feet and 11 feet, which is the minimum depth per City Standard Specifications and the depth required to cross beneath the existing utilities, respectively. Where necessary, a minimum 10-foot horizontal separation would be provided between the untreated water and treated water pipelines consistent with Title 22 California Code of Regulations and to facilitate construction.

Pipeline Installation

The use of open-cut trenching would include a vertical or near vertical trench and would be constructed to limit disturbance to local roadways and reduce the width of the construction corridor. Vertical wall trenches would be temporarily closed at the end of each workday, either by covering with steel trench plates, backfill material, or installing barricades to restrict access depending on the conditions of the encroachment permit. During Phase 1 of the project, approximately 1,400 linear feet of the trench on the east side of the alignment would be restored with a permanent T-patch; this segment would be repaved concurrently with construction of adjacent development. The remaining west portion of the Phase 1 pipeline and the entire Phase 2 pipeline alignment would include permanent repaving of a full lane and bike lane. Temporary pavement would be used until final repaving of the affected area, about 2 to 6 weeks after pipeline installation is complete for each phase.

Typical pipeline installation rates would vary from 80 to 200 feet per day depending on the number of existing utilities encountered during excavation, required traffic control, and hours of work.

According to the Geotechnical Report prepared by Blackburn Consulting in October 2021, it is unlikely that groundwater will be encountered in the project area (Blackburn Consulting 2021). However, in the event that areas containing shallow groundwater are encountered, dewatering activities would be required. Groundwater encountered during construction that would not be contained onsite would be pumped into containment tanks or equivalent and filtered before discharge to irrigation ditches or spread across agricultural fields for use as irrigation water. Discharges would comply with the requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB) for discharges from general construction activity and trench dewatering.

Staging Areas

A stormwater drainage area/detention basin immediately west of the Well 30 site is expected to be the primary location for staging; however, staging areas to store pipe, construction equipment, and other construction-related items could be located at various sites within the construction zones. Staging areas would be established in previously disturbed areas near the pipeline alignment that are open and easily accessed. In some cases, staging areas may be used for the duration of construction. In other cases, as pipeline construction moves along the route, the staging area may also be moved to minimize hauling distances and avoid disrupting any one area for extended periods of time. The Agency would require contractors to negotiate short-term temporary easements for staging areas. The locations of the staging areas would be determined by the contractor, with direction from the Agency. The maximum size of these staging areas would be 5 acres. Additional staging areas would be located within the construction corridor along the pipeline alignments.

Staging areas would be reseeded with a native species seed mix upon completion of construction.

CONSTRUCTION TIMING

Construction of the project modifications is envisioned in two phases, with Phase 1 estimated to begin in March 2022 and continue for approximately 10 months through December 2022. Phase 2 is estimated to begin in 2023 and continue for approximately 10 months through 2024. Phase 1 would include approximately 2,000 feet of pipeline and vegetation removal and fill at the Well 30 site, and Phase 2 would include approximately 2,700 feet of pipeline, for a total length of approximately 1 mile and construction of the fire access road.

Construction activities would be limited to those hours consistent with the noise ordinance of the City of Davis. Typical work hours would be limited to 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 8 p.m. on Saturdays and Sundays. No nighttime construction work is anticipated.

CONSTRUCTION EQUIPMENT AND CREW SIZE

Equipment expected to be used for project construction are listed in Table 2-1.

Table 2-1 List of Expected Construction Equipment

Equipment Needed	
▶ Excavator	▶ Loader
▶ Hauling trucks	▶ Concrete truck
▶ Asphalt compactor	▶ Diesel portable generator
▶ Asphalt roller	▶ Saw cutter
▶ Roller compactor	▶ Dewatering pump
▶ Chainsaws	▶ Woodchipper
▶ Stump grinder	

Source: Data compiled by Ascent Environmental, Inc. in 2021 & 2022

A crew of up to 12 construction workers would be needed to install the pipeline (including asphalt removal, trench excavation, pipe installation/trench refilling, and asphalt repair) and construct the Well 30 site improvements. The actual number of workers needed onsite each day would vary depending on the construction activity.

CONSTRUCTION SPOIL AND TRIP GENERATION

In general, spoil generated during construction depends on the type of construction activity being conducted and open trench construction (as identified above for the project) produces more spoil than trenchless construction (e.g., jack and bore). As the project is currently anticipated to employ open-trench construction methods, the following table (Table 2-2) identifies a reasonably conservative estimate of cubic yards (CY) of spoil that may be produced during pipeline construction.

Table 2-2 Spoil Generated by Pipeline Construction

Construction Phase	Spoil Quantity (CY)	Number of Truck Trips[1]
Phase 1	560	40
Phase 2	750	54
Total	1,310	94

Notes: CY = cubic yards

[1] It is assumed that each truck would have a hauling paucity of 14 CY of spoil per truckload.

Source: Data provided by Kennedy Jenks in 2021

As shown in Table 2-2, approximately 1,310 CY of spoil material would be generated from pipeline construction. The spoil would consist of material excavated from the pipeline trench and not re-used to cover the pipeline. Assuming a hauling truck capacity of 14 CY per truckload, up to 94 truck trips (round trips) total would be generated by spoil removal.

Fill material and asphalt would also need to be hauled to the project area for the Well 30 site improvements. Some of the spoil material listed above may be suitable as fill material for the Well 30 site improvements; however, because the suitability of that material is not known, estimates below conservatively assume that all fill material would be hauled to the site.

Table 2-3 Fill and Asphalt for Well 30 Site Improvements

Construction Phase	Fill/Asphalt Quantity (CY)	Number of Truck Trips[1]
Phase 1	1,145 CY Fill	82
Phase 2	60 CY Asphalt	5
Total	1,205 CY	87

[1] It is assumed that each truck would have a hauling paucity of 14 CY of material per truckload.

Source: Data compiled by Ascent Environmental, Inc. in 2022

As shown in Table 2-3, approximately 1,145 CY of fill and 60 CY of asphalt would be imported to the Well 30 site. Assuming a hauling truck capacity of 14 CY per truckload, up to 87 truck trips (round trips) total would be necessary for the import of fill material and asphalt.

In addition to equipment and material delivery, approximately 10 round trips are expected to be required for hauling off vegetation that is removed from the Well 30 site and a total of 18 worker trips (round trips) would be generated per day, assuming each individual drives separately and half of the workers travel for lunch.

Therefore, the project modifications would generate a total of 150 truck trips (round trips) per day during Phase 1 and approximately 77 truck trips (round trips) per day during Phase 2.

The specific transport routes to transport equipment, dispose excavated materials, or to obtain imported fill and other materials would vary for each location along the length of the transmission pipeline. Because a number of construction materials sources and disposal site options are located in the surrounding area and urban centers, the selected transport routes use a combination of highways (e.g., Interstate [I] 5, I-80, State Route [SR] 16, and SR 113), arterials, and designated truck routes in the project vicinity. Construction worker trips are assumed to originate from the major urban areas in the project region and nearby communities.

2.3.4 Operations and Maintenance

Maintenance would primarily involve periodic visual inspections of all above ground facilities and the pipeline. Maintenance at Well 30 would be similar to existing conditions. Agency operations and maintenance staff would conduct maintenance activities.

2.3.5 Permits

The City of Davis adopted an ordinance on December 4, 2002, to protect landmark trees, trees of significance, street trees, city trees, and private trees. Any planting, pruning, or removal of any of these trees may require a permit or review. Two of the trees proposed for removal would require a tree permit from the City of Davis.

This page intentionally left blank.

3 ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED CHANGES

The purpose of the discussion below is to evaluate the environmental issue areas in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) resulting from the proposed modifications to the approved project that may result in a different environmental impact significance conclusion from the EIR certified in 2007 (2007 EIR) and subsequent environmental analysis.

3.1 ISSUES SCOPED OUT OF THE IMPACT EVALUATION

The 2007 EIR evaluated potential environmental impacts of the Davis-Woodland Water Supply Project (DWWSP) in the following resource categories:

- Surface Water Hydrology and Water Quality;
- Groundwater Hydrology and Quality;
- Drainage and Floodplains;
- Land Use and Agriculture;
- Biological Resources;
- Geology, Soils, and Seismicity;
- Air Quality;
- Noise;
- Hazards and Hazardous Materials;
- Public Health and Safety;
- Transportation and Traffic;
- Public Services and Utility Service Systems;
- Cultural Resources;
- Recreation; and
- Aesthetic Resources.

These issues are reconsidered in this Addendum in light of the proposed modifications to the approved project. This Addendum analyzes whether, with these project modifications, implementation of the project would result in any new significant impacts or substantially more severe impacts than those identified in the 2007 EIR, as amended. All mitigation measures identified in the 2007 EIR were adopted by the Cities of Davis and Woodland and the University of California, Davis (UC Davis) (Project Partners) as conditions of project approval. Applicable mitigation measures that will apply to the project modifications are described below in this Addendum.

As noted in Chapter 2, the project modifications would consist of an underground pipeline and related infrastructure and Well 30 site improvements consistent with the facilities described and analyzed in the 2007 EIR, and in the same geographic area (and, further, within the same pipeline alignment). No additional water supplies or new water rights would be required. The project modifications would not result in any land use changes, divide an existing community, or affect any agricultural or forestland. No structures for human occupancy would be constructed and the potential for erosion is addressed below in Section 3.2.2. The project modifications would be constructed in accordance with applicable regulations related to handling and transport of hazardous waste. Operation of the project modifications would not involve the use of hazardous materials. Because the proposed pipeline would be placed under an existing

roadway, there is a low probability of encountering hazardous materials during construction. In addition, there are no recreation facilities within the project modification area. Therefore, impacts related to the following resource categories would not be affected by the project modifications:

- Land Use and Agriculture;
- Geology, Soils, and Seismicity;
- Hazards and Hazardous Materials;
- Public Health and Safety; and
- Recreation.

The analysis related to the project modifications focuses on the following resources:

- Surface Water Hydrology and Water Quality;
- Groundwater Hydrology and Quality;
- Drainage and Floodplains;
- Biological Resources;
- Air Quality;
- Greenhouse Gas Emissions;
- Noise;
- Transportation and Traffic;
- Public Services and Utility Service Systems;
- Cultural Resources;
- Tribal Cultural Resources; and
- Aesthetic Resources.

3.2 IMPACT ANALYSIS

3.2.1 Surface Water Hydrology and Water Quality

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.2-1 through 3.2-28 of the 2007 EIR is relevant to understanding the potential impacts to surface water hydrology and water quality from the project modifications. The following information provides an update of information from the 2007 EIR and reflects the current environmental setting related to the proposed pipeline alignment, as shown in Figure 2-2.

Surface water features within the project area include a drainage channel that extends along the north side of West Covell Boulevard from approximately 100 feet west of Denali Drive. Channel depth varied from approximately 5 to 7 feet below the adjacent roadway grade (Blackburn Consulting 2021).

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements would not violate water quality standards or waste discharge requirements (EIR Impact 3.2-1) and would not infringe upon the water rights of other legal users of the water (EIR Impact 3.2-4); thus, it was concluded that there would be no impact. Further, operation of the DWWSP

elements would not adversely affect Sacramento River hydrologic conditions or Delta inflow or outflow in a way that would conflict with other water management objectives or existing beneficial uses (EIR Impact 3.2-2) and would not substantially degrade water quality in the Sacramento River or Delta (EIR Impact 3.2-3); these impacts were determined to be less than significant.

There are no new circumstances since certification of the 2007 EIR, other than the updated environmental setting information provided above, that would influence surface water hydrology and water quality impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The 2007 EIR determined that in the long-term, the program would provide water quality benefits to the Sacramento River and Delta by improving the quality of treated effluent discharges and would not conflict with water quality or other goals and objectives outlined within the Sacramento-San Joaquin Basin Plan, the San Francisco Bay Basin Plan, the Sacramento Valley Integrated Water Management Plan, or the Sacramento River Basinwide Management Plan. The project modifications would involve pumping groundwater consistent with existing water rights, historic pumping activities, capacity of existing equipment, and would not affect water quality of the Sacramento River or conflict with water quality objectives of any adopted plans.

The 2007 EIR concluded that project operation would directly affect Sacramento River flows by diverting water from the river. However, the project modifications would involve groundwater pumping at Well 30 and would not involve direct diversions from the Sacramento River. As a result, the project modifications would not reduce or divert flows in the river that would otherwise occur during this period. While there is a drainage channel adjacent to West Covell Boulevard, construction would be located within the road right of way (ROW) and the Well 30 site and would not affect hydrology of the adjacent channel.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to surface water hydrology and water quality. The combined analysis of surface water hydrology and water quality impacts issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Woodland Davis Clean Water Agency (Agency) so chooses.

3.2.2 Groundwater Hydrology and Quality

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.3-1 through 3.3-20 of the 2007 EIR is relevant to understanding the potential impacts to groundwater hydrology and quality from the project modifications. The following information provides an update of information from the 2007 EIR and reflects the current environmental setting related to the proposed pipeline alignment, as shown in Figure 2-2.

Geotechnical borings up to 15 feet deep were drilled in the project area in August 2021, and no groundwater was encountered. In addition, groundwater level data for nearby wells available at the California Department of Water Resources website (http://www.water.ca.gov/waterdatalibrary/) and the Groundwater Information Center Interactive Map Application (https://gis.water.ca.gov/app/gicima/) was reviewed. Groundwater data for the area indicates that groundwater levels typically vary seasonally from 30 to 40 feet below grade. However, during and immediately following periods when surface water is present within the drainage channel along the north side of West Covell Boulevard, it is anticipated that seepage could be encountered in excavations extending below the surface water levels (Blackburn Consulting 2021).

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements could violate water quality standards or waste discharge requirements, or otherwise substantially degrade groundwater quality (EIR Impact 3.3-1), could 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 (EIR Impact 3.3-2), and would involve groundwater pumping that could alter the existing surface hydrology (EIR Impact 3.3-3); these impacts were determined to be less than significant impact with mitigation.

There are no new circumstances since certification of the 2007 EIR, other than the updated environmental setting information provided above, that would influence groundwater hydrology and quality impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The 2007 EIR concluded that construction of pipelines would require dewatering of shallow groundwater in the immediate vicinities of excavations in areas where groundwater depths are shallow. The 2007 EIR further stated that groundwater withdrawn from the construction areas would be subsequently discharged to local waterways or drainage ditches, or via land application, which could degrade the quality of receiving waters resulting in a significant impact to receiving waters. Implementation of Mitigation Measures 3.3-1a through 3.3-1d would reduce this impact to a less-than-significant level. Consistent with the conclusions of the 2007 EIR, while not expected, it is possible for groundwater or seepage from the adjacent drainage channel to be encountered during construction. Groundwater encountered during construction of the project modifications that would not be contained onsite would be pumped into containment tanks or equivalent and filtered prior to discharge to irrigation ditches or spread across agricultural fields for use as irrigation water. Discharges would comply with the requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB) for discharges from general construction activity and trench dewatering. If groundwater is encountered in the project area, Mitigation Measures 3.3-1a through 3.3-1d would also be implemented for the project modifications. The 2007 EIR further concluded that sediment from program-induced onsite erosion also had the potential to accumulate in downstream drainage facilities, interfere with flow, and aggravate downstream flooding conditions. Implementation of Mitigation Measure 3.3-1a would reduce this impact to a less-than-significant level. Consistent with the 2007 EIR, construction of the project modifications could result in temporary increases in erosion and sedimentation. Compliance with these mitigation measures would also reduce impacts related to construction of the project modifications to a less-than-significant level.

The 2007 EIR also concluded that while the overall program would benefit groundwater supplies by increasing surface water diversions, water transfers and replacing surface water with groundwater pumping could result in groundwater drawdowns. While the project modifications would result in groundwater pumping at Well 30 for blending of existing water supplies to improve the taste of the City's drinking water, the groundwater that would be pumped has been accounted for with existing water allocations and no additional water supplies or new water rights would be required for the project modifications. Well 30 is an existing groundwater well that has been used previously. Therefore, the proposed project would not result in a new source of groundwater pumping and would be consistent with groundwater impacts evaluated in the 2007 EIR.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to groundwater hydrology and quality.

Mitigation Measure 3.3-1a

To control and manage shallow groundwater that is pumped during temporary construction activities, as well as stormwater runoff, the Project Partners shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) for all construction phases of the project. The SWPPP shall identify pollutant sources that may affect

the quality of stormwater discharge and shall require the implementation of Best Management Practices (BMPs) to reduce pollutants in storm water discharges.

BMPs may include, but would not be limited to:

- Measures to reduce turbidity of pumped shallow groundwater prior to discharge, including temporary detention before discharge.
- Excavation and grading activities in areas with steep slopes or directly adjacent to open water shall be scheduled for the dry season only (April 30 to October 15), to the extent possible. This will reduce the chance of severe erosion from intense rainfall and surface runoff.
- If excavation occurs during the rainy season, storm runoff from the construction area shall be regulated through a storm water management/erosion control plan that shall include temporary onsite silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material shall be covered and runoff diverted away from exposed soil material. If work stops due to rain, a positive grading away from slopes shall be provided to carry the surface runoff to areas where flow would be controlled, such as the temporary silt basins. Sediment basins/traps shall be located and operated to minimize the amount of offsite sediment transport. Any trapped sediment shall be removed from the basin or trap and placed at a suitable location onsite, away from concentrated flows, or removed to an approved disposal site.
- Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be provided until perennial revegetation or landscaping is established and can minimize discharge of sediment into nearby waterways. For construction within 500 feet of a water body, appropriate erosion control measures shall be placed upstream adjacent to the water body.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- No disturbed surfaces will be left without erosion control measures in place during the rainy season, from October 15th through April 30th.
- Erosion protection shall be provided on all cut-and-fill slopes. Revegetation shall be facilitated by mulching, hydroseeding, or other methods and shall be initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15).
- A vegetation and/or engineered buffer shall be maintained, to the extent feasible, between the construction zone and all surface water drainages including riparian zones.
- Vegetative cover shall be established on the construction site as soon as possible after disturbance.
- BMPs selected and implemented for the project shall be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary. Effective mechanical and structural BMPs that could be implemented at the project site include the following:
    - Mechanical storm water filtration measures, including oil and sediment separators or absorbent filter systems such as the Stormceptor® system, can be installed within the storm drainage system to provide filtration of storm water prior to discharge.
    - Vegetative strips, high infiltration substrates, and grassy swales can be used where feasible throughout the development to reduce runoff and provide initial storm water treatment.
    - Roof drains shall discharge to natural surfaces or swales where possible to avoid excessive concentration and channelizing storm water.
    - Permanent energy dissipaters can be included for drainage outlets.

    - The water quality detention basins shall be designed to provide effective water quality control measures including the following:
        - Maximize detention time for settling of fine particles;
        - Establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets;
        - Maximize the detention basin elevation to allow the highest amount of infiltration and settling prior to discharge.
- Hazardous materials such as fuels and solvents used on the construction sites shall be stored in covered containers and protected from rainfall, runoff, vandalism, and accidental release to the environment. All stored fuels and solvents will be contained in an area of impervious surface with containment capacity equal to the volume of materials stored. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals shall be designated as responsible for prevention and cleanup activities.
- Equipment shall be properly maintained in designated areas with runoff and erosion control measures to minimize accidental release of pollutants.

The SWPPP shall also specify measures for removing sediment from water pumped for trench dewatering before the water is released to waterways.

Mitigation Measure 3.3-1b

During construction, if groundwater from dewatering activities cannot be contained onsite, it shall be pumped into suitable detention facilities or Baker tanks or equivalent with sufficient capacity to control the volume of groundwater. Tanks shall be equipped with either a gel coagulant, a filter system, or other containment to remove sediment. The remaining water will then be discharged to nearby irrigation or drainage ditches, in accordance with CVRWQCB requirements for discharges from general construction activities and trench dewatering. Within upland areas, sprinkler or other irrigation systems may be used to disperse the water over adjacent fields. BMPs, as described in the SWPPP, will also be implemented, as appropriate, to retain, treat, and dispose of groundwater from dewatering activities. Additional measures shall include, but are not limited to:

- Temporarily retain pumped groundwater, as appropriate, to reduce turbidity and concentrations of suspended sediments before discharge to surface waterways.
- Convey pumped groundwater to a suitable land disposal area capable of percolating flows.
- Incorporation of other measures from the Caltrans Storm Water Quality Handbook, Section 7: Dewatering Operations (2004). [*Note: the Construction Site Best Management Practices Manual, Section 7: Non-Storm Water Management BMP (2017) has since replaced this handbook and would apply to the project modifications*]

Groundwater collected during dewatering shall be tested for contamination prior to disposal. Discharges shall comply with CVRWQCB requirements.

Mitigation Measure 3.3-1c

A groundwater discharge monitoring program shall be implemented to ensure that receiving water quality does not exceed levels that would impact aquatic resources and agricultural use. If monitoring reveals that water quality would impact these beneficial uses, discharges to surface waterways will be reduced or diluted to acceptable levels, or terminated. If discharges are reduced or terminated, groundwater will be disposed through land application.

Mitigation Measure 3.3-1d

Mitigation measures specified as a provision for obtaining a NPDES General Permit for Stormwater Discharges Associated with Construction Activities from the SWRCB shall be implemented. These measures shall be designed to avoid exceedance of applicable standards.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to groundwater hydrology and quality. The combined analysis of groundwater hydrology and quality issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.3 Drainage and Floodplains

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.4-1 through 3.4-10 of the 2007 EIR is relevant to understanding the potential impacts to drainage and floodplains from the project modifications.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements would substantially alter drainage patterns and result in substantial erosion or siltation on- or offsite (EIR Impact 3.4-1); would substantially alter the existing drainage pattern, and in turn, would increase local storm runoff that would exceed the capacity of onsite drainage systems, or create localized flooding or contribute to a cumulative flooding impact downstream (EIR Impact 3.4-2); would create runoff in excess of existing or planned stormwater drainage systems capacity or provide substantial polluted runoff (EIR Impact 3.4-3); would place structures within a 100-year flood zones that would impede or redirect flood flows (EIR Impact 3.4-4); and would expose people/structures to loss, injury, or death resulting from flooding due to levee or dam failure (EIR Impact 3.4-5); these impacts were determined to be less than significant with mitigation. Dewatering of excavated areas during construction in areas of shallow groundwater could affect surface water quality (EIR Impact 3.4-6) and trench spoil removal/stockpiling would release chemicals or spoils and affect surface water quality (EIR Impact 3.4-6); these impacts were determined to be less than significant with mitigation. Implementation of the DWWSP elements would conflict with management and maintenance of levees or other flood control facilities (EIR Impact 3.4-8); however, this impact would be reduced to a less-than-significant level with mitigation. Finally, the DWWSP elements would not expose people or structures to significant risks of loss, injury, or death involving inundation by seiche, tsunami, or mudflow (EIR Impact 3.4-9); thus, no impact would occur.

There are no new circumstances since certification of the 2007 EIR that would influence drainage and floodplains impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The 2007 EIR determined that intake structures and groundwater wells would increase the amount of impervious surfaces and surface runoff, and could alter drainage patterns. The project modifications would consist of an underground pipeline that would be within existing roadway ROW and would not increase impervious surfaces. Aboveground facilities would be limited to air valves along the new pipeline and a new paved fire access road, which would add very little impervious surface to the landscape. Considering the level of impervious surfaces surrounding the site and the flat topography, these aboveground facilities would not result in substantial increases in surface runoff or changes to existing drainage patterns. In addition, project modifications would include the import of fill

material to certain areas of the Well 30 site; however, these areas would not be paved and would remain as pervious surfaces and would be graded to drain. The project modifications would not include any drainage crossings or modifications to any waterways. Therefore, the project modifications would not substantially increase surface runoff or alter the existing drainage pattern in the project area such that flooding would occur.

The 2007 EIR determined that the program elements have the potential to create or contribute substantial runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Mitigation Measure 3.3-1a would reduce this impact to a less-than-significant level. The project modifications consist of an underground pipeline and related infrastructure and a fire access road. The proposed pipeline would be buried underground within roadway ROW and would not create or contribute runoff. As noted above, all aboveground facilities would have a small footprint that would not substantially change runoff patterns. Thus, the project would not create or contribute substantial runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

The 2007 EIR determined that some of the program elements would be within the 100-year flood zones and could conflict with flood control facilities. The project modifications would be constructed within existing roadway ROW and the Well 30 site within the developed portion of the city of Davis and would not be within a 100-year flood zone or conflict with flood control facilities. There would be no impact.

The 2007 EIR determined that the program elements would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Consistent with the conclusions in the 2007 EIR, the project modifications would not be located in an area subject to inundation by seiche, tsunami, or mudflow. There would be no impact.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to drainage and floodplains.

Mitigation Measure 3.4-3

Mitigation Measure 3.3-1a shall be implemented to reduce potential impacts from changes to runoff to less than significant. Additionally, stormwater runoff shall be discharged into a drainage ditch or canal sized appropriately to accept discharge from Project facilities.

Mitigation Measure 3.4-6

Mitigation Measure 3.3-1b shall be implemented to prevent degradation of surface water quality resulting from dewatering of excavated areas during construction. Additionally, water from dewatering of excavated areas shall be discharged into a drainage ditch or canal sized appropriately to accept the discharge, or shall be land applied to an area sufficient to receive the discharge without creating additional runoff.

Mitigation Measure 3.4-7

Trench and tunnel spoils shall be tested prior to their replacement back into excavated areas or transported to offsite disposal. If found to be contaminated by lubrication and hydraulic fluids, spoils will be collected and disposed of at a permitted waste disposal facility. Spoils containing high volumes of water shall be detained and allowed to settle to reduce turbidity.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to drainage and floodplains. The combined analysis of drainage and floodplains issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.4 Biological Resources

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.6-1 through 3.6-37 of the 2007 EIR is relevant to understanding the potential impacts to biological resources from the project modifications. The following information provides an update of information from the EIR and reflects the current environmental setting related to the proposed pipeline alignment, as shown in Figure 2-2.

One change with regards to biological resources since the 2007 EIR is the adoption of the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). The HCP/NCCP and accompanying environmental impact statement/environmental impact report (EIS/EIR) was approved by the county and other local agency participants in 2018. The Yolo HCP/NCCP became effective January 11, 2019, upon receipt of final approval by state and federal wildlife agencies. The Yolo HCP/NCCP allows for the incidental take of 12 covered species, subject to conditions, consisting of eight species listed under the federal Endangered Species Act (ESA) and California Endangered Species Act (CESA), and four species that are not currently listed under ESA or CESA but could become listed during the 50-year term of the plan. The HCP/NCCP is implemented by the Yolo Habitat Conservancy, a joint powers agency composed of Yolo County, and the four incorporated cities within the county (Davis, West Sacramento, Woodland, and Winters). The HCP/NCCP planning area includes the entirety of Yolo County. The covered species are palmate-bracted bird's beak, valley elderberry longhorn beetle, California tiger salamander, western pond turtle, giant garter snake, Swainson's hawk, white-tailed kite, western yellow-billed cuckoo, burrowing owl, least Bell's vireo, bank swallow, and tricolored blackbird.

For covered activities and species, the Yolo HCP/NCCP requires land cover mapping and planning-level surveys to determine the potential for presence of sensitive natural resources, including covered species, and payment of applicable fees for loss of species or habitat. If these resources are determined to be present or likely to be present, the Yolo HCP/NCCP requires applicants to conduct protocol-level surveys for these resources. Applicants must incorporate avoidance and minimization measures (AMMs) to minimize impacts on sensitive natural communities, wetlands, waters of the United States and state, and covered plant and wildlife species.

The 2007 EIR identified 10 plant and 30 animal special-status species in the program area. Based on a review of the sensitive plant and wildlife species within the vicinity of the project modification area (CNDDB 2021, CNPS 2021) there are 17 species in addition to those in the 2007 EIR documented in the California Natural Diversity Database (CNDDB) that have the potential to occur in the project vicinity. However, most of these species require habitats such as dense riparian vegetation, intertidal zone, alkaline vernal pools, serpentine soils, and marshes and swamps (brackish and freshwater) that are not present within the project modification area. Of these species that were not covered in the 2007 EIR, the two species that could potentially occur in the project modification area are Jepson's coyote-thistle (*Eryngium jepsonii*) with a California Rare Plant Rank (CRPR) of 1B.2, and bearded popcornflower (*Plagiobothrys hystriculus*) with a CRPR of 1B.1. However, special-status plants have never been documented within the vicinity of the project modifications and are unlikely to occur. Milkweed (*Asclepias spp.*), the host plant for larval monarch butterfly (*Danaaus plexippus*) occurs in highly disturbed habitats including along roadsides and; therefore, may be present within the staging area or Well 30 site. Monarch butterfly is not currently listed but is scheduled for listing as federally endangered in 2024 (City of Davis 2022). The unprocessed data layer from the CNDDB includes new observations of Swainson's hawk and pallid bat, near the project modification area; however, these species were already analyzed in the 2007 EIR. The HCP/NCCP also includes coverage of least Bell's vireo, which was not analyzed in the 2007 EIR; however, this species requires riparian habitat, which does not occur within the project modification area.

Lands within the vicinity of the project modifications are primarily developed; however, sensitive biological resources include drainages, special-status species occurrences immediately adjacent to the project modification area, and trees along area roadways.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements could interfere with the movement of native resident or wildlife species or with established native resident or migratory native wildlife corridors or impede the use of wildlife nursery sites (EIR Impact 3.6-1). In addition, the DWWSP could conflict with local policies or ordinances protecting biological resources (EIR Impact 3.6-2). However, these impacts were concluded to be less than significant with mitigation. Construction of the intake could adversely affect fish or other aquatic species (EIR Impact 3.6-4), which would be less than significant with mitigation. Construction of the intake could also generate noise or vibrations that would adversely affect the behavior, movement, and local distribution of special-status fish (EIR Impact 3.6-5), and operation of the intake facility could cause entrainment and/or impingement mortality of special-status fish or other aquatic species (EIR Impact 3.6-6). These impacts were concluded to be less than significant. The DWWSP elements could adversely affect sensitive species and their habitat (EIR Impact 3.6-7), riparian habitat or other sensitive natural communities (EIR Impact 3.6-8), and federally protected wetlands (EIR Impact 3.6-9); these impacts were concluded to be less than significant with mitigation.

The 2007 EIR also determined that the DWWSP elements would not conflict with an adopted HCP/NCCP because there was no such adopted plan at the time the 2007 EIR was prepared, or other approved local, regional, or state habitat conservation plan (EIR Impact 3.6-3); it was thus concluded that there would be no impact. As discussed above, the City of Davis is now participant in the HCP/NCCP adopted in 2019, and the DWWSP was specifically written into the 2019 HCP/NCCP as a covered activity.

There are no new circumstances since certification of the EIR, other than the updated environmental setting information provided above, that would influence biological resources impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

As noted above and since certification of the 2007 EIR, several new special-status species have been determined to have the potential to occur within the project modifications area based on updated species information and typical ranges for these species. However, the new species would not appreciably alter the type or extent of impacts covered under the 2007 EIR as they share habitats with special-status species already considered in the 2007 EIR or their required habitats are not present within the project modification area. The 2007 EIR concluded that intake structures could adversely affect fish or other aquatic species; however, the project modifications would not include any modifications to or additional intake structures and would not affect any waterways. Therefore, impacts on special-status species resulting from construction and operation of the project modifications and the implementation and effectiveness of associated mitigation measures would be consistent with those described in the 2007 EIR.

The 2007 EIR also determined that construction of intake facilities could adversely affect riparian habitat or other sensitive natural communities. As the project modifications would not include any modifications to or additional intake structures, additional impacts to riparian habitat would not occur. No drainage crossings or fill of wetlands would occur with the project modifications; however, indirect effects to the drainage channel adjacent to West Covell Boulevard could occur during construction. This is consistent with impacts evaluated in the 2007 EIR, and the adopted mitigation measures for DWWSP would be implemented, as needed and applicable, to avoid and compensate for any impacts.

The 2007 EIR concluded that DWWSP elements could interfere with the movement of native resident or wildlife species or with established native resident or migratory native wildlife corridors or impede the use of wildlife nursery sites. However, the project modifications would not affect riparian habitat or any waterways. In addition, following construction, the only aboveground structures would be small air valves adjacent to existing roadways that would not interfere with movement of wildlife. Therefore, the project modifications would not result in new or additional impact to movement of wildlife, as determined in the 2007 EIR.

The 2007 EIR also concluded that the program elements could conflict with local policies or ordinances protecting biological resources, primarily related to local tree ordinances and the need for tree removal as part of the DWWSP. Consistent with the conclusions of the 2007 EIR, the project modifications would require removal of approximately

five trees within the Well 30 site, two of which would require a tree permit prior to removal. In addition, the mitigation measures below would avoid or reduce impacts on sensitive biological resources with the potential to occur in the project modifications area. Therefore, the project modifications would not result in new or additional impacts related to local policies and ordinances compared to the 2007 EIR.

Although the HCP/NCCP was not analyzed in the 2007 EIR, the project modifications would not result in new or substantially more severe impacts related to an adopted HCP/NCCP. The species analyzed in the 2007 EIR include those species covered in the HCP/NCCP (except for least Bell's vireo); however, the project modifications would be constructed within developed habitat that does not provide suitable habitat to covered species, and implementation of mitigation measures included in the 2007 EIR would mitigate potential effects from implementing project modifications to less than significant. Nevertheless, the Agency would comply with terms and conditions of the HCP/NCCP, such that no conflicts with the adopted HCP/NCCP would result, and implementation of the project modifications would not result in any new or substantially more adverse effects compared to those identified in the 2007 EIR.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to biological resources. *[Mitigation measures shown below are verbatim from the 2007 EIR. References to surveys of the diversion/intake site are not applicable to this Addendum. Mitigation measures would only apply to the proposed pipeline alignment, Well 30 site, and staging area.]*

Mitigation Measure 3.6-2

Prior to construction, Project Partners shall evaluate impacts to trees within the City of Davis city limits and submit the evaluation to the City for review. If deemed necessary, Project Partners shall apply for a permit and abide by any permit requirements for tree pruning or removal. In addition, sensitive habitats and wildlife shall be identified and protected for projects within the City of Davis, under the General Plan HAB 1.1 policy.

Mitigation Measure 3.6-7a

A pre-construction survey of the selected diversion/intake site and conveyance pipeline route and temporary staging area for rare plants shall be conducted. The survey shall be conducted by a qualified botanist during the appropriate season for identification, according to CNPS Botanical Survey Guidelines, included in Appendix C2. [*Note: the CDFW 2018 protocols have since replaced these guidelines and would apply to the project modifications. This measure would only apply to surveys for milkweed (Asclepias spp.) within the staging area and Well 30 site.]*

Mitigation Measure 3.6-7q

If feasible, construction shall commence outside of the March 1 through September 15 nesting season. If construction activities begin between September and March, then construction may proceed until it is determined that an active nest is subject to abandonment as a result of construction activities. Construction activities must be in full force, including at a minimum, grading of the site and development of infrastructure to qualify as "pre-existing construction." A minor activity that initiates construction but does not involve full construction will not qualify as "pre-existing construction." If nesting commences in the vicinity of the project under pre-existing construction condition, then it is assumed that the birds are or will habituate to the construction activities.

Mitigation Measure 3.6-7r

If construction must occur during the breeding season (March 1 through September 15), then prior to Project construction, the Project Partners shall survey the chosen siting diversion/intake pipeline corridor for nesting Swainson's hawks during the nesting season the year when construction is anticipated to occur. Surveys shall be conducted by a qualified biologist and according to the Recommended Timing and Methodology for

Swainson's Hawk Nesting Surveys in California's Central Valley, included in Appendix C2. The survey area shall include a half-mile radius around the Project construction activities.

Mitigation Measure 3.6-7s

No new disturbance shall occur within a half-mile of an active nest. If nesting sites are present within a half-mile of Project construction activities, then the Project Partners shall consult with CDFW regarding impact minimization measures for Swainson's hawk. Such minimization measures may include but are not limited to the following:

- In coordination with CDFW, and depending on the level of noise or construction disturbance, line of site between the nest and the disturbance, ambient level of noise and other disturbances, and other topographical or other barriers, a smaller no disturbance buffer may be established around an active nest site. These factors shall be analyzed in order to make an appropriate decision on appropriate buffer distances.
- Active nests shall be monitored until young have fledged (usually late-June to mid-July).

Mitigation Measure 3.6-7x

Implement Measures 3.6-7q, 3.6-7r, and 3.6-7s for Swainson's hawk and apply them to tricolored blackbird but modify survey area to include 500 feet around the construction activities; and modify buffer areas to include 500 around nesting colonies/locations.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to biological resources. The combined analysis of biological resources issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.5 Air Quality

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.8-1 through 3.8-10 of the 2007 EIR is relevant to understanding the potential impacts to air quality from the project modifications. The following information provides an update of information from the 2007 EIR and reflects the current environmental setting.

The federal Clean Air Act (FCAA) requires the EPA to identify National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. National standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, respirable particulate matter (particulate matter less than 10 microns in diameter, PM_{10}), and lead. Pursuant to the 1990 Federal Clean Air Act Amendments, the EPA classifies air basins (or portions thereof) as "in attainment" or "nonattainment" for each criteria air pollutant, based on whether the NAAQS had been achieved. Under the California Clean Air Act (CCAA), patterned after the FCAA, areas have been designated as in attainment or nonattainment with respect to the state standards. Table 3.2-1 depicts the current attainment status of the project area, which has been revised to incorporate updated designations since the 2007 EIR (See Table 3.8-3 from 2007 EIR).

Table 3.2-1 Yolo County Attainment Status

Criteria Pollutant[1]	Designation/Classification	
	Federal Standards	State Standards
Ozone – 1 hour	No Federal Standard[2]	Nonattainment
Ozone – 8 hour	Nonattainment/**Severe**	**Nonattainment/Transitional**
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Nonattainment	Unclassified[3]
CO	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility-Reducing Particles	No Federal Standard	Unclassified

Note: Bold text indicates change in standard from 2007 EIR.

1 TACs are regulated separately from criteria pollutants on both the state and federal levels.

2 Federal 1 Hour Ozone National Ambient Air Quality Standard was revoked on June 15, 2005.

3 "Unclassified" is used as the designation for any area that cannot be classified, based on available information, as meeting or not meeting the national or state air quality standard for the specified pollutant.

Source: CARB 2020

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements would violate air quality standards or contribute substantially to an existing or projected air quality violation (EIR Impact 3.8-1), conflict with or obstruct implementation of the applicable air quality plan (EIR Impact 3.8-2), and expose sensitive receptors to substantial pollutant concentrations (EIR Impact 3.8-3); these impacts were determined to be less than significant for project operation but significant and unavoidable for project construction even with mitigation. Finally, implementation of the DWWSP elements would not create objectionable odors (EIR Impact 3.8-4); this impact was concluded to be less than significant.

There are no new circumstances since certification of the 2007 EIR, other than the updated environmental setting information provided above, that would influence air quality impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The project modifications would be located within the Sacramento Valley Air Basin (SVAB). Air quality planning for the Basin is under the jurisdiction of the Yolo-Solano Air Quality Management District (YSAQMD). Air quality within YSAQMD violates state and federal standards for ozone and $PM_{2.5}$ and state standards for ozone and PM_{10}. The 2007 EIR concluded that the program elements would violate air quality standards or contribute substantially to an existing or projected air quality violation. Mitigation Measures 3.8-1a through 3.8-1e would reduce this impact, but not to a less-than-significant level. However, the project modifications would not modify land uses. Furthermore, as discussed in the following impact discussions, the short-term construction and long-term operation of the project modifications would not generate criteria air pollutants that would exceed the YSAQMD significance thresholds, which were developed to determine whether a project would cumulatively contribute to the SVAB nonattainment designations. Mitigation Measures 3.8-1a and 3.8-1b would also be applicable to the project modifications. The project

modifications would not conflict with applicable air quality plans and would not cause any additional or worse impacts as compared to those identified in the 2007 EIR.

Construction of the project modifications would result in emissions of criteria air pollutants (e.g., PM_{10} and $PM_{2.5}$) and precursors (e.g., NO_X and ROGs) in the City of Davis and Yolo County, within the jurisdiction of the YSAQMD. The SVAB is currently designated as nonattainment for NAAQS and CAAQS ozone standards, CAAQS for PM_{10} standards, and NAAQS for $PM_{2.5}$ standards. The 2007 EIR concluded that construction-related emissions would be significant and unavoidable. The project modifications include installation of approximately 1 mile of pipeline that would be located within roadway ROW and improvements at the Well 30 site. Construction of the new pipeline and associated improvements is expected to begin in March 2022 and continue for approximately 20 months. The project modifications would involve much less construction than the program components evaluated in the 2007 EIR and therefore, would result in fewer emissions than considered in the 2007 EIR. In addition, Mitigation Measures 3.8-1a and 3.8-1b would be applicable to the project modifications.

Construction of the project modifications would not increase the intensity of overall project construction activities evaluated in the 2007 EIR. The types of equipment and number of workers needed for construction of the project modifications would be less than the equipment and workers assumed for construction in the 2007 EIR. Therefore, the maximum daily emissions (i.e., the maximum emissions during the most intense day of construction activity) would be less than that evaluated in the 2007 EIR. In addition, the 2007 EIR evaluated transmission pipelines up to 18 inches in diameter and the proposed pipeline would be 16 inches in diameter, requiring less excavation, less equipment, and smaller horsepower equipment, resulting in lower daily emissions. In addition, Mitigation Measures 3.8-1a and 3.8-1b would be applicable to the project modifications.

In the long-term, the project would include emissions related to pumping water and maintenance. The 2007 EIR evaluated impacts associated with pumping at groundwater wells and vehicle trips related to operations and maintenance and concluded that the program would have a less-than-significant impact with mitigation. The proposed project modifications would include maintenance similar to what is occurring now for Well 30 and would require periodic pumping at the Well 30 site. These activities are consistent with, and less intensive than, what was considered in the 2007 EIR. Therefore, the short-term construction and long-term operations contribution of criteria air pollutants and precursors, combined with other cumulative sources of criteria air pollutants and precursors in the region would not be more severe that what was covered in the 2007 EIR.

Construction-related activities for the project modifications would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road equipment. Potential exposure levels of diesel PM, analyzed in the 2007 EIR, have not changed. The sensitive receptors closest to the project modifications consist of residences located along West Covell Boulevard and Lake Boulevard and immediately south of the Well 30 site. Due to the temporary nature of construction activities, exposure of any particular sensitive receptor would be brief (i.e., days) and would not be expected to cause an incremental increase in cancer risk greater than 10 in 1 million or a hazard index greater than 1.0. Because construction would not occur near a particular receptor for an extended period, any TAC exposure would be short-term and temporary and less than that evaluated in the 2007 EIR. In addition, Mitigation Measure 3.8-1b would be applicable to the project modifications.

Consistent with what was described in the 2007 EIR, construction activities would not generate permanent or long-term objectionable odors. The minor odors from the use of heavy-duty diesel equipment and laying of asphalt during project-related construction activities would be intermittent and temporary. While the pipeline is estimated to advance approximately 80 to 200 feet per day, construction activity would only occur in the vicinity of sensitive receptors temporarily. In addition, emissions from the source would dissipate rapidly with an increase in distance. Sensitive receptors in proximity to the pipeline alignment are within 50 feet in some areas, but exposure would be brief and intermittent. As evaluated in the 2007 EIR, the operations and maintenance of the project modifications were determined not to be a substantial odor source.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to air quality.

Mitigation Measure 3.8-1a

During construction, the Project partners shall require feasible NOx mitigation measures, which include:

- The project owner shall designate an onsite Air Quality Construction Mitigation Manager (AQCMM) who shall be responsible for directing compliance with mitigation measures for the project construction.
- To the extent that equipment and technology is available and cost effective, the Project Partners shall require contractors to use catalyst and filtration technologies, and retrofit existing engines in construction equipment.
- All diesel-fueled engines used in the construction of the Project shall use ultra-low sulfur diesel fuel, which contains no more than 15 ppm sulfur or alternative fuels (i.e., reformulated fuels, emulsified fuels, compressed natural gas, or power with electrification). Low sulfur diesel fuel (500 parts per million sulfur content) shall be used only if evidence is obtained and maintained from the fuel supplier(s) that ultra-flow sulfur diesel fuel is unavailable in the Project.
- All construction diesel engines, which have a rating of 50 hp or more, shall meet, at a minimum, the Tier 2 California Emission Standards for Off-road Compression Ignition Engines as specified in California Code of Regulations, Title 13, § 2423 (b)(1) unless certified by the onsite AQCMM that such engine is not available for a particular item of equipment. In the event a Tier 2 engine is not available for any off-road engine larger than 50 hp, that engine shall be a Tier 1 engine.
- To assist the AQCMM in identifying engines that comply with the above requirement over the period of project construction, all diesel-fueled engines used in the construction of the Project shall have clearly visible tags issued by the AQCMM showing that the engine meets the above requirement.
- Minimize idling time to five minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is permitted or required.
- To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions which can result in 5 percent fewer emissions.
- To the extent practicable, employ construction management techniques such as timing construction to occur outside the ozone season of May through October, or scheduling equipment use to limit unnecessary concurrent operation.

Mitigation Measure 3.8-1b

During construction, the Project Partners shall require construction contractors to implement the following fugitive dust mitigation measures in order to keep levels below YSAQMD thresholds of significance:

- Limit grading activities to less than 10 acres on a given day.
- Water all construction sites as needed to control dust.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Limit onsite vehicles to a speed of 15 miles per hour on unpaved roads.
- Suspend land clearing, grading, earth moving, or excavation activities when winds exceed 20 miles per hour.
- Cover inactive soil storage piles.

- Cover all trucks entering or exiting the Project site hauling soil, sand, and other loose materials that could create dust.
- Construction equipment shall be properly tuned and maintained in accordance with manufacturers' specifications.
- Sweep or wash all paved streets adjacent to the development site at the end of each day as necessary to remove excessive accumulations of silt and/or mud which may have accumulated as a result of activities on the development site.
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The telephone number of the YSAQMD shall also be visible to ensure compliance with YSAQMD rules.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to air quality. The combined analysis of air quality issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.6 Greenhouse Gas Emissions

ENVIRONMENTAL SETTING

Since certification of the EIR in 2007, increased awareness of greenhouse gas (GHG) emissions and their role in global climate change has resulted in promulgation of laws and regulations designed to curb emissions and reduce the inherently cumulative effect of GHG emissions. At the time the 2007 EIR was prepared and certified, the State CEQA Guidelines did not identify GHG emissions and climate change as a resource area in Appendix G. Thus, the 2007 EIR did not provide an environmental or regulatory setting to characterize climate change impacts, nor did the 2007 EIR evaluate the DWWSP's contribution of GHG emissions to anthropogenic climate change. In 2009, the Governor's Office of Planning and Research amended Appendix G of the State CEQA Guidelines to include project-level analysis of GHG emissions.

Nevertheless, the issue of GHGs and their potential to affect global climate has been well known for decades; therefore, the lack of inclusion of this analysis in the 2007 EIR and consideration at this subsequent stage does not constitute significant new information in terms of CEQA. CEQA defines new information as "information which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified." (CCR section 15162[3]). Climate change was known at the time the 2007 EIR was certified, although it was not as high a profile issue as it is today.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR stated that construction and operation of the DWWSP elements would generate GHG emissions that would contribute to climate change, with the largest constituent being CO_2 formed as a primary product of fuel combustion from off-road equipment and on-road vehicles. However, the 2007 EIR further stated that GHG emissions would not be analyzed further, as follows:

> Greenhouse gases are not being analyzed further since there are no applicable significance thresholds and the majority of CO_2 associated with the Proposed Project would be generated during the short-term construction phase. There is currently no standard or limit to the emission of CO_2 that can be used to determine impact significance. (City of Davis, U.C. Davis, and the City of Woodland 2007: 3.8-12)

IMPACT ANALYSIS

The project modifications would not result in new or increased severity of GHG impacts. The project modifications, which involve construction of a previously analyzed pipeline segment and transferring water, would not result in the generation of additional GHGs beyond what was previously proposed and evaluated. Further, the emissions associated with the project modifications would be limited in duration and conducted in compliance with the YSAQMD rules and regulations for construction activities. Therefore, no new or additional impacts associated with GHGs, and climate change would result.

There are no new circumstances since certification of the 2007 EIR, that would influence GHG emissions impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

MITIGATION MEASURES

No mitigation measures would be required.

CONCLUSION

This analysis of GHG emissions relative to the project modifications would be sufficient to meet CEQA regulations and support approval of the proposed project modifications if the Agency so chooses. No new information of substantial importance related to GHG emissions has been identified, and none of the conditions described in California Code of Regulations Sections 15162 and 15163 that call for preparation of a subsequent EIR or supplement to an EIR.

3.2.7 Noise

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.9-1 through 3.9-18 of the 2007 EIR is relevant to understanding the potential impacts to noise from the project modifications. The following information provides an update of information from the 2007 EIR and reflects the current environmental setting.

Sensitive receptors along the pipeline alignment include Sutter Davis Hospital, residences, businesses, and open space. The nearest sensitive receptor is within approximately 50 feet of the pipeline alignment. Sensitive receptors (multi-family residences) are also located proximate to the Well 30 site to the north, south, and east, with the nearest sensitive receptors located 30 feet to the south.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements would expose persons to or generate noise levels in excess of applicable standards or noise ordinances (EIR Impact 3.9-1) and cause a substantial temporary increase in ambient noise levels (EIR Impact 3.9-4); these impacts were determined to be less than significant with mitigation except for circumstances where diversion/intake and groundwater well construction may be required during nighttime hours, in which case a significant and unavoidable noise impact would result. Implementation of DWWSP elements would not expose people to or generate excessive groundborne vibration or groundborne noise levels (EIR Impact 3.9-2) and would not cause a substantial permanent increase in ambient noise levels (EIR Impact 3.9-3); these impacts were concluded to be less than significant and less than significant with mitigation, respectively. Finally, the 2007 EIR determined that the DWWSP elements would not expose people residing or working in the project area to excessive noise levels near a public use airport (EIR Impact 3.9-5); this impact was concluded to be less than significant.

There are no new circumstances since certification of the 2007 EIR that would influence noise impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The transmission pipeline and Well 30 site improvements would be located in a suburban area (West Covell Boulevard and Lake Boulevard in the city of Davis) with many nearby sensitive receptors; the closest receptors to the transmission pipeline would be approximately 50 feet from construction activities, and as noted above, the nearest sensitive receptors to the Well 30 site are located approximately 30 feet to the south.

Construction activities would generate noise, which could affect sensitive receptors along the proposed pipeline alignment. However, the noise would be intermittent and short-term as construction is expected to occur in phases between 2022 and 2024. Construction activities would be limited to those hours consistent with the City of Davis' noise ordinance. Typical work hours would be limited to 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 8 p.m. on Saturdays and Sundays. No nighttime construction work is anticipated. The types of construction equipment and construction activities would be similar to what is described in the 2007 EIR. In compliance with Mitigation Measures 3.9-1a through 3.9-1g, the construction contractor would be required to implement noise reduction measures to reduce the impact of noise from construction activities. Implementation of Mitigation Measures 3.9-1a through 3.9-1g would reduce the exposure of persons to, or generation of, noise levels in excess of standards established by the City of Davis' noise ordinance.

Operation of the proposed modifications would not generate excessive noise. Additionally, maintenance activities associated with the broader DWWSP, including the project modifications, would be the same as described in the 2007 EIR and would involve staff travel in pickup trucks, small trucks, and similar vehicles. These vehicle trips would not generate excessive noise relative to the existing roadway noise environment.

Vibrational impacts from construction would mainly be associated with the use of bulldozers, loaded trucks, and jackhammers. No pile driving would occur. The closest residences would be within 30 feet of the Well 30 improvements. Vibration from construction equipment would not exceed the PPV threshold of 0.2 inches per second. Once operational, the proposed transmission pipeline would be located below ground and none of the project modifications would require facilities that generate vibration during operations. Therefore, there would be no operational vibration impacts.

The project modifications would not expose people residing or working in the project area to excessive noise levels near a public use airport. The project modifications would be approximately 13 miles west of the Sacramento Metropolitan Airport. Further, the project modifications would not include inhabited structures or facilities within any airports and, therefore, the modifications would not expose people (residents or workers) to excess noise near a public use airport.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to noise. *[Mitigation measures shown below are verbatim from the 2007 EIR. However, bullets 1, 3, and 4 in Mitigation Measure 3.9-1a would not apply to the project modifications because construction would only occur within the jurisdiction of the city of Davis and no pile driving is proposed as part of the project modifications].*

Mitigation Measure 3.9-1a

In order to avoid noise-sensitive hours of the day and night, construction contractors shall comply with the following:

- Construction activities within the City of Woodland jurisdiction, including the Option 1 and 2 WTP site, if this site is selected, and a portion of the treated water transmission pipeline, shall be limited to between 7 a.m. to 6 p.m. Monday through Saturday, and between the hours of 9 a.m. and 6 p.m. on Sunday.
- Construction activities within the City of Davis jurisdiction (i.e., a portion of the treated water transmission pipeline) shall be limited to between the hours of 7 a.m. and 7 p.m. Monday through Friday, and between the hours of 8 a.m. and 8 p.m. on Saturdays and Sundays.
- Construction activities in the County of Yolo jurisdiction, including the Option 1 and 2 WTP site, the intake facility, and water pipeline segments, shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and only interior construction shall be allowed between the hours of 7:00 a.m. and 7:00 p.m. on Saturday to avoid noise-sensitive hours of the day.
- Pile-driving shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday, with no pile-driving permitted between 12:30 p.m. and 1:30 p.m.

Mitigation Measure 3.9-1b

To further address potential nuisance impacts of proposed project construction, construction contractors shall implement the following:

- Signs shall be posted at all construction site entrances to the property upon commencement of proposed project construction, for the purposes of informing all contractors/subcontractors, their employees, agents, material haulers, and all other persons at the applicable construction sites, of the basic requirements of Mitigation Measures 3.9-1a and 3.9-1c through 3.9-1e.
- Signs shall be posted at the construction sites that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number in the event of problems.
- An onsite complaint and enforcement manager shall respond to and track complaints and questions related to noise.

Mitigation Measure 3.9-1c

To reduce daytime noise impacts due to construction of the diversion/intake facility and treated water transmission pipelines in urban areas, the Project Partners shall require construction contractors to implement the following measures:

- Equipment and trucks used for proposed project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for proposed project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.
- Stationary construction noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent this does not interfere with construction purposes.

Mitigation Measure 3.9-1e

No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during proposed Project construction.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to noise. The combined analysis of noise issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.8 Transportation and Traffic

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.12-1 through 3.12-7 of the 2007 EIR is relevant to understanding the potential impacts to transportation and traffic from the project modifications. The following information provides an update of information from the 2007 EIR and reflects the current environmental setting.

Senate Bill 743, passed in 2013, required the Governor's Office of Planning and Research to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation (and Section 21099[b][2] of CEQA), upon adoption of the new CEQA guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the CEQA guidelines, if any."

The Office of Administrative Law approved the updated CEQA Guidelines on December 28, 2018, and the changes are reflected in the current State CEQA Guidelines (Section 15064.3). State CEQA Guidelines Section 15064.3 was added to address the most appropriate metric for determining significance of transportation impacts, and states that vehicle miles traveled (VMT) is the most appropriate rather than level of service (LOS). The State CEQA Guidelines also state these provisions/changes apply statewide as of July 1, 2020.

The EIR was certified in 2007 (City of Davis, U.C. Davis, and the City of Woodland 2007). As described above, the updated CEQA Guidelines were not adopted until December 28, 2018, subsequent to certification of the EIR in 2007. Section 15007 of the CEQA Guidelines addresses amendments to the CEQA Guidelines and states: "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved" (CEQA Guidelines Section 15007[c]). Stated another way, because the 2007 EIR was circulated for public review (and completed) before this change in the CEQA Guidelines, the new provisions regarding VMT do not apply to this project. Therefore, the shift from automobile delay to VMT as the primary metric used to analyze transportation impacts under CEQA, as dictated by CEQA Guidelines Section 15064.3, does not constitute "new information" as defined in CEQA Guidelines Section 15162 and, even if it was "new information," CEQA Guidelines Section 15007 directs that the document "shall not need to be revised" to reflect this information.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that implementation of the DWWSP elements could substantially increase traffic in relation to the existing traffic load and capacity of the street system (EIR Impact 3.12-1), increase potential traffic safety hazards (EIR Impact 3.12-4), adversely affect access to adjacent land uses and temporarily block emergency access routes (EIR Impact 3.12-5), and displace existing on-street parking and result in inadequate parking capacity (EIR Impact 3.12-6); these impacts were concluded to be less than significant with mitigation. Additionally, implementation of the DWWSP elements could exceed a level of service standard established by the local County Congestion

Management Agency for designated roads or highways (EIR Impact 3.12-2); and could conflict with adopted policies, plans, or programs supporting alternative transportation (EIR Impact 3.12-7); these were concluded to be less than significant. Finally, implementation of the DWWSP elements would not result in a change in air traffic patterns that results in substantial safety risks (EIR Impact 3.12-3); thus, no impact would occur.

There are no new circumstances since certification of the 2007 EIR, other than the updated environmental setting information provided above, that would influence transportation and traffic impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The project modifications would consist of a 1-mile transmission pipeline that would be installed within existing road ROW, primarily along West Covell Boulevard and Lake Boulevard and improvements to the Well 30 site. The project modifications would result in a temporary increase in local traffic as a result of construction-related workforce traffic, equipment, and material deliveries. The number of project-generated daily construction workers (i.e., up to 18 round trips) and trucks accessing the site daily (i.e., up to 150 trucks trips per day during Phase 1 and up to 77 truck trips per day during Phase 2) would be consistent with what was assumed in the 2007 EIR. Construction would occur within and/or across several roadways, which could temporarily disrupt existing transportation and circulation in the project vicinity, especially during peak traffic periods. Installation in the paved roadway would result in a reduction in travel lanes. Installation work within and/or across high traffic volume regional arterials would affect traffic flow and operations at these locations. On West Covell Boulevard, which supports high vehicle volumes, construction activities that result in roadway or lane closure during peak traffic periods would affect roadway segments and intersections by restricting vehicle movement, vehicle speeds, turning ability, and normal traffic flow. Implementation of Mitigation Measures 3.12-1a through 3.12-1g would require the preparation and implementation of a traffic control/traffic management plan, preparation of vehicle movement and detour plans, use of staging areas that limit lane closures in the public ROW, coordination with other entities to minimize the cumulative effects of simultaneous construction activities, and consultation with transit providers to reduce potential interruption of transit service. Implementation of these mitigation measures would reduce temporary impacts related to construction traffic.

Maintenance at for the project modifications would be consistent with that evaluated in the 2007 EIR. Thus, no long-term impacts to transportation would occur.

The project modifications would not involve airport or other air transport facilities and would not alter air traffic levels or result in a change in location. Therefore, no alteration or impact to air traffic patterns would occur with construction of the project modifications.

The project modifications may increase potential temporary traffic safety hazards for vehicles, bicyclists, or pedestrians on West Covell Boulevard and Lake Boulevard due to the addition of construction vehicles and equipment movement. In addition, pipeline installation could temporarily disrupt access to bus stops and slow bus movements on these roadways. The project modifications would increase wear-and-tear on the designated haul routes used by construction vehicles to access the project work site. The degree to which this impact would occur depends on the pavement type, thickness, and existing condition of the road. Impacts would be negligible on major arterial roads that are designed for heavier truck loads (e.g., West Covell Boulevard). Residential streets (e.g., Lake Boulevard) are generally not built with a pavement thickness that would withstand substantial truck traffic volumes. Implementation of Mitigation Measures 3.12-1a (maintenance of traffic flow in the construction work zone and safe access of emergency vehicles), 3.12-1g (consultation with transit providers), and 3.12-4c (repair of roadway damage to pre-construction conditions) would reduce project-generated impacts to transit, bicycle, and pedestrian facilities.

Construction could adversely affect access to adjacent land uses and temporarily block access routes used by emergency service providers. As described above, project construction activities would have temporary effects on traffic flow along West Covell Boulevard and Lake Boulevard. Pipeline installation within or across streets and temporary reduction in travel lanes could result in delays for emergency vehicle access in the project vicinity. The project would not change the alignment of area roadways or result in design modifications that would increase hazards to motorists.

However, construction zones in the public ROW and heavy equipment operating adjacent to or within a road ROW would increase the risk of accidents. Potential conflicts also could occur between construction traffic and alternative modes of transportation (e.g., bicyclists and buses). Implementation of Mitigation Measures 3.12-1b through 3.12-1g would reduce project-generated impacts related to traffic safety hazards and emergency access.

Construction of the transmission pipeline could displace on-street parking; however, given the proposed rate of pipeline installation, impacts would be relatively brief at any one location along the alignment. Construction workers would park at staging areas and, thus, would not displace on-street parking.

As described above, the project modifications would have no significant long-term impacts on the roadway network or circulation system and, therefore, would not conflict with adopted policies, plans, or programs supporting alternative transportation.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to transportation and traffic. *[Mitigation measures shown below are verbatim from the 2007 EIR. However, the project modifications would be located entirely within the city of Davis and references to other jurisdictions are not applicable to this Addendum].*

Mitigation Measure 3.12-1a

Construction contractors shall implement measures consistent with provisions of the *Work Area Protection and Traffic Control Manual* including requirements to ensure safe maintenance of traffic flow through or around the construction work zone, and safe access of police, fire, and other rescue vehicles (CJUTCC 1996).

Mitigation Measure 3.12-1b

The Project Partners shall prepare and implement a Traffic Control/Traffic Management Plan subject to approval by the appropriate local jurisdiction (i.e., Caltrans, Yolo County, City of Davis, City of Woodland, UC Davis, Yolo Shortline) prior to construction. The plan shall:

- Include a discussion of work hours, haul routes, limits on the length of open trench, work area delineation, traffic control and flagging;
- Identify all access and parking restriction and signage requirements;
- Layout a plan for notifications and a process for communication with affected residents and businesses prior to the start of construction. Advance public notification shall include posting of notices and appropriate signage of construction activities. The written notification shall include the construction schedule, the exact location and duration of activities within each street (i.e., which lanes and access point/driveways would be blocked on which days and for how long), and a toll-free telephone number for receiving questions or complaints;
- Include a plan to coordinate all construction activities with emergency service providers in the area at least one month in advance. Emergency service providers would be notified of the timing, location, and duration of construction activities. All roads would remain passable to emergency service vehicles at all times;
- Include the requirement that all open trenches be covered with metal plates at the end of each workday to accommodate traffic and access; and
- Specify the street restoration requirements pursuant to agreements with the local jurisdictions.

Mitigation Measure 3.12-1d

Prepare vehicle movement and detour plans to minimize impact to local street circulation, driveway access, and displacement of on-street parking. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. Pipeline construction in urban areas will limit trench length to no more than 75 feet to minimize displacement of on-street parking.

Mitigation Measure 3.12-1e

Identify and utilize areas for equipment parking, staging, and construction crew parking to limit lane closures in the public right-of-way.

Mitigation Measure 3.12-1f

Coordinate with Caltrans, Yolo County, City of Davis, City of Woodland, UC Davis, and any other appropriate entity, regarding measures to minimize the cumulative effect of simultaneous construction activities.

Mitigation Measure 3.12-1g

Consult with Yolobus and Unitrans Transit to coordinate bus stop relocations (as necessary) and to reduce potential interruption of transit service.

Mitigation Measure 3.12-4c

Roads damaged by construction would be repaired to a structural condition equal to that which existed prior to construction activity. The Project Partners and the local jurisdiction shall enter into an agreement prior to construction that will detail the pre-construction conditions and the post-construction requirements of the rehabilitation program.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to transportation and traffic. The combined analysis of transportation and traffic issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.9 Public Services and Utility Service Systems

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.13-1 through 3.13-8 of the 2007 EIR is relevant to understanding the potential impacts to public services and utility service systems from the project modifications related to the proposed pipeline alignment, as shown in Figure 2-2.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that the DWWSP elements would not generate the need for new or physically altered governmental facilities (EIR Impact 3.13-1); this impact was concluded to be less than significant. However, the DWWSP elements would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities (EIR Impact 3.13-2); this impact was concluded to be significant and unavoidable even with mitigation. The DWWSP elements would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities (EIR Impact 3.13-3); thus, it was concluded that there would be no impact. The DWWSP elements would be served by a landfill with sufficient permitted capacity (EIR Impact 3.13-4) and would comply with federal, state, and local statutes and regulations related to solid waste (EIR Impact 3.13-5); these impacts

were concluded to be less than significant. Finally, construction of the DWWSP elements would conflict with other existing utilities, causing interference with their operation or function (EIR Impact 3.13-6); this impact was concluded to less than significant with mitigation.

There are no new circumstances since certification of the 2007 EIR that would influence public services and utility service systems impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

Construction of the project modifications would not result in any changes relative to public services compared to the impacts discussed in the 2007 EIR because the project modifications would be located in the same overall project area that was previously evaluated in the 2007 EIR, and the modifications would not induce unplanned population growth or require new or expanded public services. Therefore, public services impacts related to the project modifications are not discussed further.

The project modifications involve the construction of a new transmission pipeline that would allow for blending of existing water supplies to improve the taste of the City's drinking water. The environmental effects of the proposed transmission pipeline are evaluated throughout the 2007 EIR and this Addendum. No additional water supplies or new water rights would be required.

The project modifications would result in a minimal increase the amount of impervious surfaces within the project area related to the fire access road (0.3 acre). The transmission pipeline would be installed in existing road ROW, which would be repaved after construction is complete and would not increase impervious surfaces. Some stormwater drainage facilities may be temporarily altered during pipeline installation or fill of portions of the Well 30 site; however, facilities would be replaced for continued use without increases in capacity. Therefore, the project modifications would not create or contribute substantial runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

During project construction, there would be minimal solid waste generated from installation of the transmission pipeline and vegetation removal that would require disposal at a landfill. Spoil (soil and rock) excavated during construction would either be reused on site for backfill or disposed of properly. Spoil not suitable for reuse would be temporarily stored at staging areas until characterized, and then hauled away to the proper disposal site (e.g., landfill). Vegetation removed from the Well 30 site would be hauled to a landfill accepting green waste. Additional solid waste would be generated by construction crews within the project area, which would need to be hauled off site to be disposed. Solid waste generated during construction, including spoil that cannot be reused, would be delivered to the Yolo County Central Landfill (YCCL). As of June 2021, the YCCL had a remaining capacity of over 33 million cubic yards (California Department of Resources Recycling and Recovery 2021). Capacity within the YCCL is therefore sufficient to meet the project's waste disposal needs. In addition, the project modifications would comply with all federal, state, and local statutes and regulations related to solid waste.

Construction of the transmission pipeline could result in the disruption of utility services, which could include underground electricity, gas, telephone, and cable television lines located within project area roadways and, therefore, within the proposed pipeline alignment. The transmission pipeline would be installed parallel to and would cross under or over these utilities. Areas of high congestion and possible utility conflicts may occur at intersections where there are multiple crossing pipelines. However, it is not anticipated that the project modifications would require relocation of existing utilities. The pipeline would have minimum cover of 5 feet to avoid potential conflict with utilities. In most cases, impacts to utilities and services would involve temporary disruptions that would not exceed a few hours or 1 day maximum. Improvements at the Well 30 site would not require excavation and are not expected to cause disruption of utilities. In compliance with Mitigation Measure 3.13-6, a utility avoidance plan would be prepared and implemented to ensure that utility conflicts are avoided, when possible; residents and businesses in the project area are notified of planned utility disruptions; and, in the event cables and lines are disconnected, they are reconnected as soon as possible. This mitigation measure will be incorporated into the project modifications.

Therefore, potential impacts related to disruption of utility services would be similar to those identified in the 2007 EIR. Operation of the transmission pipeline would not conflict with other existing utilities in the project area.

MITIGATION MEASURES

The following mitigation measures from the 2007 EIR would apply to the project modifications and would be implemented to reduce potential adverse impacts related to conflicts with existing utilities.

Mitigation Measure 3.13-6

A Utility Avoidance Plan shall be prepared and implemented to ensure that the project plans and specifications contain a detailed engineering and construction plan to avoid utility conflicts. Measures to avoid utility conflicts may include, but are not limited to:

- Utility locations will be verified through field survey and use of the Underground Service Alert services.
- Detailed specifications will be prepared as part of the design plans to include procedures for the excavation, support, and fill of areas around utility cables and pipes. All affected utilities shall be notified of construction plans and schedule. Arrangements may be made with these entities regarding protection, relocation, or temporary disconnection of services.
- Residents and businesses in the project area of planned utility service disruption will be notified of any outages two to four days in advance, in conformance with county and state standards.
- In the event cables and lines are disconnected, they will be reconnected as soon as possible.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to public services and utility service systems. The combined analysis of public services and utility service systems issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.10 Cultural Resources

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.14-1 through 3.14-4 of the 2007 EIR has not changed and is relevant to understanding the potential impacts to cultural resources from the project modifications. The following information provides an update of information from 2007.

To supplement the analysis in the 2007 EIR with site-specific and updated information, a new cultural resources records search of the California Historical Resources Information System was conducted to identify whether any new historical resources or unevaluated cultural resources have been identified within the project modification area since the 2007 EIR. The records search was conducted at the Northwest Information Center located at Sonoma State University in Rohnert Park on November 16, 2021 (File No. 21-0771). The record search included the proposed pipeline alignment, Well 30 site, and a 1/8-mile radius. The results found that one previously recorded built environment resource, P-57-000138/CA-YOL-173H the Silva Dairy Ranch, is located immediately adjacent to the project modification area, and that no previously recorded resources are located within the 1/8-mile radius. The results also indicated that five previous studies have occurred immediately adjacent to the project modification area, but the project modification area itself, which includes roadways and shoulders, have not been previously surveyed. The record search also indicated no additional studies have been previously conducted within the 1/8-mile radius.

To supplement the record search, a review of historic aerial and mapping was also performed. This review found that West Covell Boulevard has been an improved road in its current alignment for over 114 years (NETR 2021). This review also found that West Covell Boulevard became a secondary highway sometime after 1977 but before 1981, meaning it had been improved to serve through traffic from property zoned for multiple residential, secondary industrial, or commercial uses and was widened to a width of 88 feet to meet Street and Highway Code 16.04.070 definitions. Lake Boulevard was created sometime between 1985 and 1997 when the adjacent residential units were also constructed.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that construction of the DWWSP elements would have the potential to cause a substantial adverse change in the significance of a historical or unique archaeological resource (EIR Impact 3.14-1), directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (EIR Impact 3.14-2), and disturb human remains (EIR Impact 3.14-3); all three impacts were concluded to be less than significant with mitigation.

There are no new circumstances since certification of the 2007 EIR, other than the updated environmental setting information provided above, that would influence cultural resources impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

The updated records search and additional historical aerial and mapping review conducted for the project modifications found that there are no new circumstances since certification of the 2007 EIR that would change the severity of impacts to cultural resources, impacts associated with the DWWSP, or the project modifications evaluated in this Addendum. The project modifications would consist of a 1-mile transmission pipeline that would be installed within existing road ROW, primarily along West Covell Boulevard and Lake Boulevard and improvements at the Well 30 site. Construction activities would include excavation activities, fill, vegetation removal, and the presence of construction equipment/materials. These activities would be similar to the construction activities that were evaluated in the 2007 EIR. The only characteristic of the project modifications that is not the same as the 2007 EIR is that the current project has no Federal nexus and is therefore no longer required to comply with Section 106 of the National Historic Preservation Act (Section 106) nor conduct consultation with the State Historic Preservation Officer (SHPO) under Section 106. The project modifications are only required to comply with CEQA and other applicable state and local laws and regulations.

The updated records search confirmed that there are no known historical or unique archaeological resources in the project modification area. The additional review of historic mapping and aerials also confirmed the road ROW and Well 30 site have been highly disturbed for a lengthy period of time. Thus, project modifications would not affect any known historical or unique archaeological resources; however, significant yet unknown historical or archaeological resources could be affected during ground disturbing project activities.

No unique paleontological resources, sites, or geologic features were identified during preparation of the 2007 EIR. However, significant fossil discoveries can be made, even in areas designated as having a low potential for such resources. Excavation activities associated with the project modifications could extend 5.5 to 11 feet below the ground surface, which could potentially disturb unknown, buried paleontological resources.

In compliance with Mitigation Measure 3.14-1, the construction contractor will be required to halt construction in the event potential historic, archaeological, or paleontological resources are discovered. Construction will be halted until the Agency can secure assistance from a professional archaeologist or paleontologist who will evaluate and, if necessary, mitigate effects to the discovery in consultation with the State Historic Preservation Officer. Once constructed, the proposed modifications would not result in additional ground disturbance or potential to damage a historical or archaeological resource.

The project modifications are not expected to disturb any human remains; however, human remains could be damaged in the event of an inadvertent resource discovery during construction. In compliance with Mitigation Measure 3.14-1, the construction contractor will immediately halt construction within the immediate vicinity of the discovery and the Agency or its consulting archaeologist will immediately notify the County Coroner. Once constructed, the project modifications would not result in additional ground disturbance or potential to disturb human remains.

MITIGATION MEASURES

The mitigation measure presented in the 2007 EIR for cultural resources included language to satisfy not only CEQA, but federal rules and regulations as well. To provide additional clarity, Mitigation Measure 3.14-1 from the 2007 EIR is herein modified as it relates to the project modifications as follows:

Mitigation Measure 3.14-1

The following tasks shall be conducted, where appropriate, by the Project Partners. The tasks described satisfy not only CEQA, but federal rules and regulations as well (in particular, Section 106 of the National Historic Preservation Act and its implementing regulations). Collectively, these tasks represent a cultural resource management approach designed to ensure compliance with applicable General Plans, CEQA, and federal rules and regulations.

Task I. Site-Specific Historic Properties Identification

A. Upon selection of a preferred ~~diversion/intake~~ pipeline option, the Project Partners, where appropriate, shall complete the identification process ~~per 36 CFR Part 800.4~~ (which includes, among other identification efforts, a ~~Class I~~ literature search and a ~~Class III~~ field survey) in the project modification area (or area of potential effect (APE) for a specific federal undertaking). A ~~Class III~~ pedestrian survey will not be required when:

1. The California Historical Resources Information System records search indicates ~~and SHPO agree~~ that previous cultural resources surveys have already adequately identified historical and/or unique archaeological resources ~~historic properties~~, or
2. The California Historical Resources Information System records search and background research ~~data and SHPO agree~~ find that previous disturbance has eliminated the possibility of identifying historic properties.

B. A~~n~~ federal undertaking shall be considered to exist, and an APE shall be defined, when the Project Partners, directly or through the issuance of appropriate permits, undertake construction of the facilities identified in project development and construction plans. The APE will be the land area affected by construction of new facilities, from the point of diversion at the Sacramento River, along pipelines, and at water treatment and storage facilities;

C. Where the Project Partners conduct an intensive (Class III) inventory, required consultation with California SHPO shall be undertaken and coordinated by the lead federal agency with approval authority over Project features.

Task II. Assessing Effects

A. The Project Partners (or lead agency, in consultation with SHPO when appropriate), will assess the effects of the undertaking/project modifications on properties that are eligible for inclusion in the National Register of Historic Places and/or the California Register of Historical Resources ~~RHP~~. If the Project Partners, and federal lead agency (when appropriate), determine that construction and operation of the project would result in significant and unavoidable impacts to historic properties, historical resources, or unique archaeological sites, ~~effects, or an adverse effect, to historic properties within the APE, in accordance with 36 CFR Part 800.5~~, then the lead agency, other interested parties, the Project Partners, and SHPO (when appropriate) will consult to resolve the adverse effect (see Task III below).

Task III. Treating Effects

A. ~~The Project Partners shall implement~~ One or more of the following measures will be used to ~~for~~ treat~~ing~~ effects to historic properties, historical resources, or unique archaeological sites:

1. Avoid effects through redesign of the project;

2. Avoid effects by not executing the proposed contract;

3. If avoidance is not feasible, mitigate effects through measures such as data recovery or archival documentation (for example, the Historic American Buildings Survey/ Historic American Engineering Record).

The Project Partners, in consultation with the lead federal agency, SHPO, the Advisory Council, (when appropriate), and other interested ~~agencies~~ parties, shall work together to find measures to mitigate the effects of a particular project ~~undertaking~~ on historic properties, historical resources, or unique archaeological sites. The Project Partners shall develop plans to implement the agreed upon mitigating measures and shall submit such plans, in the form of a Memorandum of Agreement, to the SHPO, the Advisory Council, and interested agencies for review and comment (when appropriate).

B. The Project Partners shall ensure that any mitigating measures agreed on during consultation will be included as a specification in Project development. When avoidance of identified historic properties, historical resources, or unique archaeological sites is not feasible, the agreed upon Mitigation measures will be completed before the start of any ground disturbing activities that would affect the physical integrity of ~~an historic~~ said resource. Mitigating measures for visual, audible, or atmospheric effects will be carried out as prescribed during construction and completed before completion of Project construction.

Task IV. Properties Discovered During Implementation of an Undertaking

A. If a previously undiscovered historic property/unique archaeological resource is inadvertently encountered during construction, all work in ~~the immediate vicinity~~ 50 feet of the ~~property~~ discovery, except that work necessary to secure and protect the ~~property~~ discovery, will cease until the Project Partners can secure assistance from a professional archaeologist who evaluate and, if necessary, mitigate effects to the discovery. Evaluation and mitigation will be carried out in consultation with the federal lead agency and SHPO pursuant to 36 CFR Part 800.11(b)(2)(ii) (when appropriate).

B. If human remains are discovered during archaeological survey, any archaeological testing or data recovery or any construction activities, work within 50 feet~~the immediate vicinity~~ of the discovery will cease except to secure and protect the remains. The Project Partners or their consulting archaeologist will immediately notify the County Coroner, per State law. As well, the Project Partners shall ensure that any human remains and associated grave goods discovered are also managed in accordance with California Statutes, their chapters and sections, which include but are not necessarily limited to: Chapter 1492, Statutes of 1982, Section 7050.5 of the Health and Safety Code, and Sections 5097.94, 5097.98, and 5097.99 of the Public Resources Code.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to cultural resources than those analyzed under the 2007 EIR. The combined analysis of cultural issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.2.11 Tribal Cultural Resources

Assembly Bill (AB) 52, signed by the California governor in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation after the lead agency determines that the application for the project is complete, before a notice of preparation (NOP) of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration is issued. AB 52 also requires revision to CEQA Appendix G, the environmental checklist. This revision has created a new category for tribal cultural resources (TCRs).

The 2007 EIR does not address TCRs because it was not required to do so. The NOP for the EIR was issued on April 28, 2006 (State Clearinghouse No. 2006042175), and AB 52 went into effect on July 1, 2015. Because the NOP was released before AB 52 went into effect, the 2007 EIR was not required to address TCRs. Further, because this Addendum tiers from the 2007 EIR, it also is not required to address TCRs.

3.2.12 Aesthetic Resources

ENVIRONMENTAL SETTING

The environmental setting provided on pages 3.16-1 through 3.16-10 of the 2007 EIR is relevant to understanding the potential impacts to aesthetic resources from the project modifications.

SUMMARY OF EIR CONCLUSIONS

The 2007 EIR determined that the DWWSP elements would not have a substantial adverse effect on scenic vistas (EIR Impact 3.16-1) and would not substantially damage scenic resources (EIR Impact 3.16-2). However, the DWWSP elements would substantially degrade the existing visual character and quality of the site and its surroundings due to the new intake/diversion facility along the Sacramento River (EIR Impact 3.16-3) and create a new source of light or glare associated with the new intake/diversion facility (EIR Impact 3.16-4); these impacts were concluded to be significant and unavoidable even with mitigation.

There are no new circumstances since certification of the 2007 EIR that would influence aesthetic impacts associated with the DWWSP or the project modifications evaluated in this Addendum, and there is no new information requiring further analysis or verification.

IMPACT ANALYSIS

A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The project area and its surroundings (e.g., West Covell Boulevard and Lake Boulevard) do not offer expansive views or high value landscape. The project area does not provide any aesthetic resources that would be considered a scenic vista. Thus, the project modifications would not have a substantial adverse effect on a scenic vista. In addition, installation of a transmission pipeline within existing roadway ROW and improvements to the Well 30 site would be consistent with the character of the surrounding area including existing infrastructure, area roadways, and existing development along those roadways.

There are no designated scenic highways in the project area. The nearest eligible state scenic highway is State Route (SR) 16 in the Capay Valley. Therefore, no designated state scenic highways or routes would be affected by the project modifications. In addition, the project modifications would be consistent with surrounding roadways and would not damage scenic resources.

The project modifications would consist of a 1-mile transmission pipeline that would be installed within existing road ROW, primarily along West Covell Boulevard and Lake Boulevard and improvements to the existing Well 30 site. Construction activities could potentially alter the visual character of the project area due to excavation activities,

vegetation removal, and the presence of construction equipment/materials. These activities would be similar to the construction activities that were already evaluated in the 2007 EIR. Existing residences located along the pipeline alignment and adjacent to the Well 30 site and motorists using the affected or adjacent roadways would have views of construction activities, vehicles, equipment, and materials. Residences situated near construction activities would be the most sensitive viewer group. Motorists typically would have fleeting views of construction activities due to the speed of travel with slightly longer views when there is a momentary stoppage in traffic. However, views of construction activities would be temporary, and temporarily disturbed areas would be restored to pre-construction conditions following construction.

The proposed pipeline would be installed underground and, therefore, would not be visible once construction is complete. While the pipeline would be underground, several above-ground structures would be needed. Approximately five small (2 feet by 2 feet), above-ground combination air vacuum valve enclosures would be placed along the edge of the sidewalk in the landscaping strips on the south and/or north side of West Covell Boulevard and on the west and/or east side of Lake Boulevard; these enclosures would be at grade and only visible when immediately adjacent to them. Additionally, the connection at Well 30 would be approximately 2-3 feet above grade. The connection point would be similar to existing above ground structures at the Well 30 site and would be within the currently fenced area of the well site. The fence substantially obscures views of the Well 30 structures from the surrounding area. The proposed fire access road would be a permanent paved feature but would be at grade. These project modifications would be consistent with views of existing roadways and views of existing Well 30. Therefore, the project modifications would not substantially degrade the existing visual quality of the project area or surroundings. As noted in Chapter 2, "Description of Proposed Project Modifications," some shrubs and trees would be removed at the Well 30 site to allow for direct and safe site access; however, not all vegetation from the site would be removed. The remaining vegetation would continue to provide partial screening of the Well 30 site from and to adjacent residences.

The project modifications would be located along West Covell Boulevard and Lake Boulevard and at the Well 30 site. Existing lighting consists of exterior security lighting at Well 30, street lighting along West Covell Boulevard and Lake Boulevard, and lighting from residences and businesses. Nighttime construction is not anticipated. Once constructed, the project modifications would not require lighting at night and, therefore, would not result in a new source of substantial light or glare. Therefore, the project modifications would not result in an increase in light or glare conditions.

MITIGATION MEASURES

No mitigation measures would be required.

CONCLUSION

The proposed modifications to the approved DWWSP addressed in this Addendum would not result in new significant impacts or substantially more severe impacts related to aesthetic resources. The combined analysis of aesthetics issues for the DWWSP in this Addendum, as well as the 2007 EIR, is sufficient to meet CEQA requirements and support the approval of the project modifications if the Agency so chooses.

3.3 CONCLUSIONS

The project modifications as described above would not alter the conclusions of the 2007 EIR. No new significant environmental effects or a substantial increase in the severity of previously identified significant effects would result. As mentioned above, none of the conditions listed in Section 15162 of the CEQA Guidelines exist for the project modifications described herein. Therefore, pursuant to Section 15164 of the CEQA Guidelines, the differences between the approved project described in the 2007 EIR and the project modifications as currently proposed and described in this Addendum are minor and this Addendum provides sufficient environmental documentation of the environmental effects associated with the project modifications.

4 REFERENCES

Blackburn Consulting. 2021 (October). *Geotechnical Report Well 30 Pipeline Connection to Surface Water Transmission Main.* Prepared for Kennedy Jenks. West Sacramento, CA.

California Air Resource Board. 2020. Area Designation Maps. Available: http://www.arb.ca.gov/desig/adm/adm.htm. Accessed December 14, 2021.

California Department of Resources Recycling and Recovery. 2021. Solid Waste Information System (SWIS) Facility/Site Summary: Yolo County Central Landfill (57-AA-0001). Available: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/4033. Accessed November 22, 2021.

California Joint Utility Traffic Control Committee. 1996 (April). Work Area Protection and Traffic Control Manual.

California Native Plant Society. 2021. Inventory of Rare and Endangered Plants of California (online edition, v9-01 1.0). Available: http://www.rareplants.cnps.org. Accessed December 16, 2021.

California Natural Diversity Database. 2021. Rarefind 5. Commercial Version. Online Subscription Database. California Natural Heritage Division, California Department of Fish and Wildlife. Sacramento, CA. Accessed December 16, 2021.

CARB. *See* California Air Resource Board.

City of Davis. 2022 (January 10). *Biological Resources and Impact Avoidance Measures for Equipment Staging in the Stonegate Detention Pond.* Prepared by John McNerney, Wildlife Resource Specialist. Davis, CA.

City of Davis, U.C. Davis, and the City of Woodland. 2007 (October). *Davis Woodland Water Supply Project Final Environmental Impact Report*. State Clearinghouse No. 2006042175. Davis, CA. Prepared by Environmental Science Associates, Sacramento, CA.

CJUTCC. *See* California Joint Utility Traffic Control Committee.

CNDDB. *See* California Natural Diversity Database.

CNPS. *See* California Native Plant Society.

Kennedy Jenks. 2021 (October 28). Estimated Spoil Generated by Pipeline Construction. City of Davis Well 30 Pipeline Project Data Needs.

National Environmental Title Research, LLC (NETR). 2021. 1907, 1977, 1981, 1985, and 1997 Historic United States Geologic Service Merritt 7.5' Topographic Quadrangle. Available: http://www.historicaerials.com/. Accessed December 21, 2021.

NETR. *See* National Environmental Title Research, LLC.

This page intentionally left blank.