

American River Watershed Common Features, Water Resources Development Act of 2016, American River Contract 1

Purpose of Draft SEA/EIR

A draft Supplemental Environmental Assessment/Environmental Impact Report (SEA/EIR) for the American River Watershed Common Features Project, American River Contract 1 is being released for public review on June 5, 2020. The SEA/EIR supplements the American River Watershed Common Features General Reevaluation Report Final Environmental Impact Statement/Environmental Impact Report (GRR FEIS/EIR) issued in 2016.

The SEA/EIR addresses the proposal to construct levee improvements along a 5,500 foot long segment of the Lower American River left bank between Glenn Hall Park and Guy West Bridge, commonly referred to as Project Site 2-1 (Project). The SEA/EIR analyzes details specific to construction, staging areas, haul routes, and off-site mitigation that were not analyzed in the GRR FEIS/EIR. The possible consequences of the work described in the draft SEA/EIR have been studied with consideration given to any environmental impacts that could potentially be affected and identifies measures to avoid, minimize, or reduce any effects to a less than significant level.

The American River Watershed Common Features project is a collaborative effort between the U.S. Army Corps of Engineers (Corps), Central Valley Flood Protection Board, California Department of Water Resources, and the Sacramento Area Flood Control Agency to modernize Sacramento's aging flood infrastructure and reduce the flood risk to more than 530,000 people in the greater Sacramento region.

SEA/EIR Public Review Period (June 5, 2020 – July 20, 2020)

This is your opportunity to learn about the Project and submit comments. Responses to comments will be published in the Final SEA/EIR. **The 45-day public review period for the draft SEA/EIR will end on July 20, 2020.**

An online public meeting will be held on June 15, 2020, from 4:00PM to 5:00PM to present details of the project and to receive comments. Instructions to access the online meeting, sign up to receive email updates, and view a copy of the draft document can be found at the following website:

www.sacleveeupgrades.com

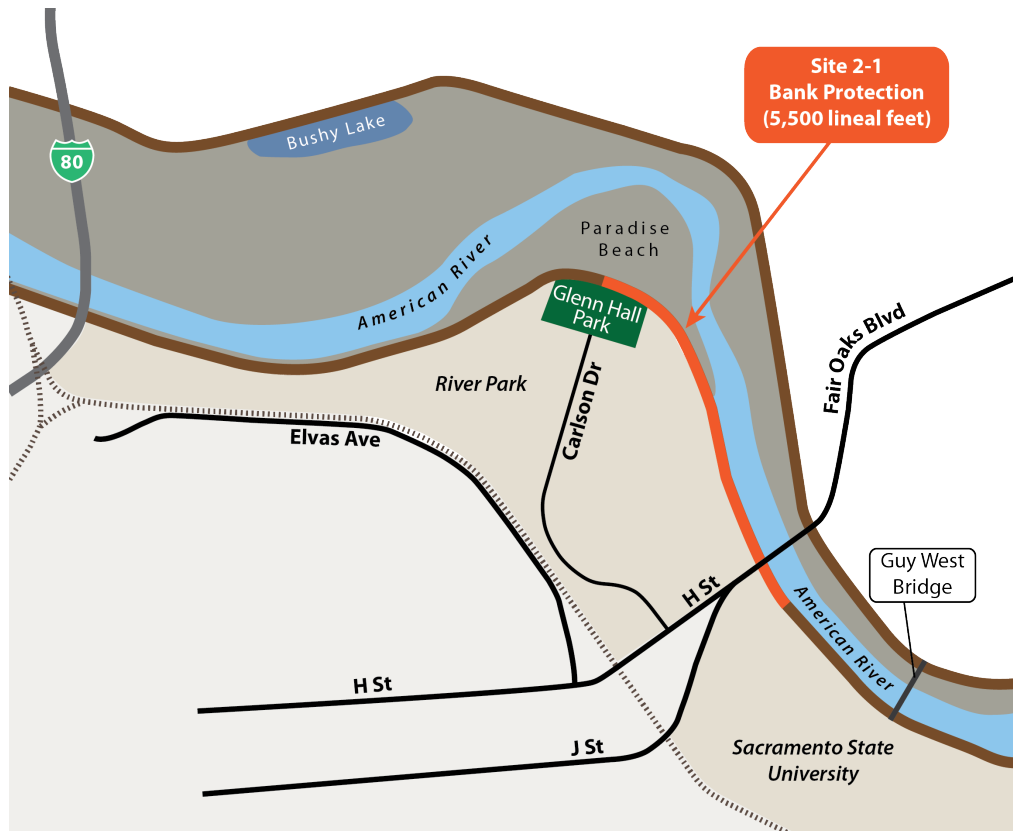
You may also submit *comments* on the document using the following methods:

Email
spk-pao@usace.army.mil

U.S. Postal Service
U.S. Army Corps of Engineers, Public Affairs Office
1325 J Street, Room 1513
Sacramento, California 95814

Project Area

The Project is located along the left bank of the Lower American River between Glenn Hall Park and Guy West Bridge.



Proposed Project Description & Justification

With the recent completion of a new auxiliary spillway at Folsom Reservoir and levee improvements that address seepage and stability along the Lower American River, the ability to manage large flood events has greatly improved by allowing more water to be safely released from Folsom Reservoir earlier in a major storm event. These improvements were designed to allow flood releases into the American River of up to 160,000 cubic feet per second (cfs). However, at the time these projects were studied, the extent of erosion impacts was not well understood and neither of these improvements address the increased erosion potential from higher and longer releases from Folsom Dam.

The Project consists of armoring the river bank along a portion of the Lower American River to prevent erosion, which, if unaddressed, could potentially undermine the levee foundation causing it to fail.

Project Elements

Placing rock riprap against the river's bank near the toe and on the levee slope is being proposed to address erosion at Site 2-1. After placement of rock riprap, the area would be covered with soil and revegetated (see attached Figures 1-8). Although impacts to environmental resources would be avoided where possible, short-term impacts due to construction are considered unavoidable. To compensate for

unavoidable impacts on-site, it is intended the Project improves the overall long-term on-site resource conditions, where feasible, through revegetation opportunities. However, it is recognized that off-site mitigation will still be required that would provide substantial opportunities to improve overall ecosystem values along the Lower American River.

Anticipated Construction Timeline

Pre-construction (November 2020 - March 2021)

Construction & mitigation site preparation, elderberry shrub transplants, cut and trim trees/vegetation only in the construction footprint.

Levee Construction (Summer 2021 - Fall/Winter 2021)

Install waterside erosion rock riprap protection measures and backfill with soil for revegetation.

Post-Construction Planting (Begin as early as Spring/Fall 2021)

Install a mixture of native vegetation along the waterside edge and within mitigation sites in the Parkway.

Frequently Asked Questions

1. Why is the Project necessary?

The Sacramento metropolitan area is one of the most at-risk areas for flooding in the United States due to its location at the confluence and within the floodplain of two major rivers, the Sacramento and American Rivers. Both of these rivers have large watersheds with very high potential runoff, which in the past has overwhelmed the existing flood management system that was designed and built many years ago, before modern construction methods were employed. The consequences of flooding in the region would be catastrophic.

Sections of the American River are confined by levees, and the energy of the water flow tends to erode riverbanks and levees over time. This channel erosion could have detrimental effects on the levees by undercutting the foundation materials beneath the levees. The erosion of the riverbank adjacent to the levee embankments may also increase under-seepage through the foundation soil and reduce the overall stability of the levee. Significant erosion can lead to failure of the levee and presents an unacceptable level of risk to public safety.

2. A GRR FEIS/EIR was adopted in 2016, why is there a need for a Supplemental EA/EIR?

The SEA/EIR addresses the proposal to construct levee improvements along a 5,500 foot long segment of the Lower American River left bank between Glenn Hall Park and Guy West Bridge, commonly referred to as Project Site 2-1 (Project). The SEA/EIR analyzes details specific to construction, staging areas, haul routes, and off-site mitigation that were not analyzed in the GRR FEIS/EIR.

3. Where is the Project located?

Site 2-1 erosion protection work is located on the left bank of the American River from just upstream of the H Street Bridge near Sacramento State University downstream to Paradise Beach near Glenn Hall Park (see attached Figure 1). The three mitigation sites identified for the Project are located at Paradise

Beach near Glenn Hall Park and two are along the right bank of the American River adjacent to Rio Americano High School (see attached Figure 8).

4. Once completed, will there be additional levee improvement work required?

The work at Site 2-1 is one component of a comprehensive plan to improve the levees along the Lower American River, as outlined in the 2016 GRR FEIS/EIR. Additional erosion protection measures will be required along other portions of the American River. Overall, it is anticipated that up to 10 miles of erosion protection work will be constructed to complement already completed levee seepage and stability improvements.

Site 2-1 was identified as a high-risk location requiring erosion protection, so that section went into design immediately. The Project partners are working to develop subsequent phases of design and construction to address the additional erosion protection measures required along the Lower American River. The draft SEA/EIR analyzes the immediate work being conducted at Site 2-1 and the associated mitigation sites.

5. How will stakeholder concerns/Project impacts be addressed?

Full disclosure of the Project impacts are presented in the draft SEA/EIR; all stakeholders and members of the public have an opportunity to review the document and provide input/comment during the 45-day public review period. The project team will also provide a presentation on the project during this time. Any input and comments will be considered upon development of the final SEA/EIR. In addition, the project partners are reaching out to various stakeholders, non-governmental organizations, and other interested groups on the Project. Further, the Project partners have and will continue to present project status updates and informational briefings on an as needed basis to communities impacted by the work.

6. How will mitigation be addressed in the American River Parkway?

Although impacts to resources would be avoided where possible, short-term impacts due to construction are considered unavoidable. To the extent feasible, the Corps would avoid and protect existing elderberry shrubs on-site when a 100-ft buffer or wider can be established and maintained around them. However, for erosion protection along the American River there may be unavoidable adverse effects that are proposed to be mitigated through a combination of on-site and off-site actions. The adopted mitigation measures include transplantation of elderberry shrubs and, if needed, planting of compensation vegetation to account for the loss of vegetation from construction of erosion protection features. The proposed mitigation areas are the Glenn Hall Park Mitigation Site (RM 4.9 Right Bank), the Rio Americano West Mitigation Site (RM 10.4 Right Bank), and the Rio Americano East Mitigation Site (RM 11.1 Right Bank). The project partners are working closely with Sacramento County Parks through their American River Parkway (Parkway) planning efforts and permitting agencies to align on the most reasonable long-term approach to mitigation in the Parkway.

7. When would work occur?

Site preparation would begin with trimming and/or removal of trees and relocation of elderberry shrubs where construction access and activities would occur. These pre-construction activities would occur between **November 2020 – February 2021** before the nesting season of birds. After these activities, mobilization would include the control of stormwater runoff, building temporary access roads, preparing staging areas, rerouting pedestrian and bicycle trails, and installing signage for traffic and alternate transportation routes that would be affected by construction activities (e.g., bicycle routes).

Construction hours would comply with City of Sacramento's noise ordinance and would be Monday through Saturday from 7:00 a.m. to 6:00 p.m. No work or hauling would take place on holidays without permission given by the City of Sacramento. Between **Spring 2021 – Fall/Winter 2021**, mobilization of construction equipment, site preparation, and construction would take place that would be followed by post-construction related work (e.g. plantings, irrigation, stormwater monitoring and runoff control).

8. What should I expect during construction?

For Site 2-1, haul routes (see attached Figures 6 and 7) for riprap, bedding, gravel, soil, and woody material would be from either Interstate 80 (I-80) to the north or from Highway (Hwy) 50 to the south and travel through portions of urbanized neighborhoods, including Sierra Oaks, Campus Commons, River Park, Sacramento State University and other residential and business areas along Howe Avenue, Fair Oaks Boulevard, H Street and College Town Drive. The neighborhoods along the routes would be notified of haul routes, ingress and egress points, staging areas, detours, lane closures (if any), and closed recreational areas (including bike paths) approximately one week prior to commencement of construction activities.

9. How can I stay informed?

The Corps is planning to host an online meeting on June 15, 2020 to discuss the SEA/EIR and obtain public feedback.

Instructions on how to participate in the online meeting can be found at www.sacleveeupgrades.com. Stakeholders can also obtain a copy of the draft document from the site and sign up to receive future project-related email updates.

Residents can also contact the Corps Public Affairs Office directly at:

Phone: (916) 557-5100

E-mail: spk-pao@usace.army.mil

Facebook: www.facebook.com/sacramentodistrict

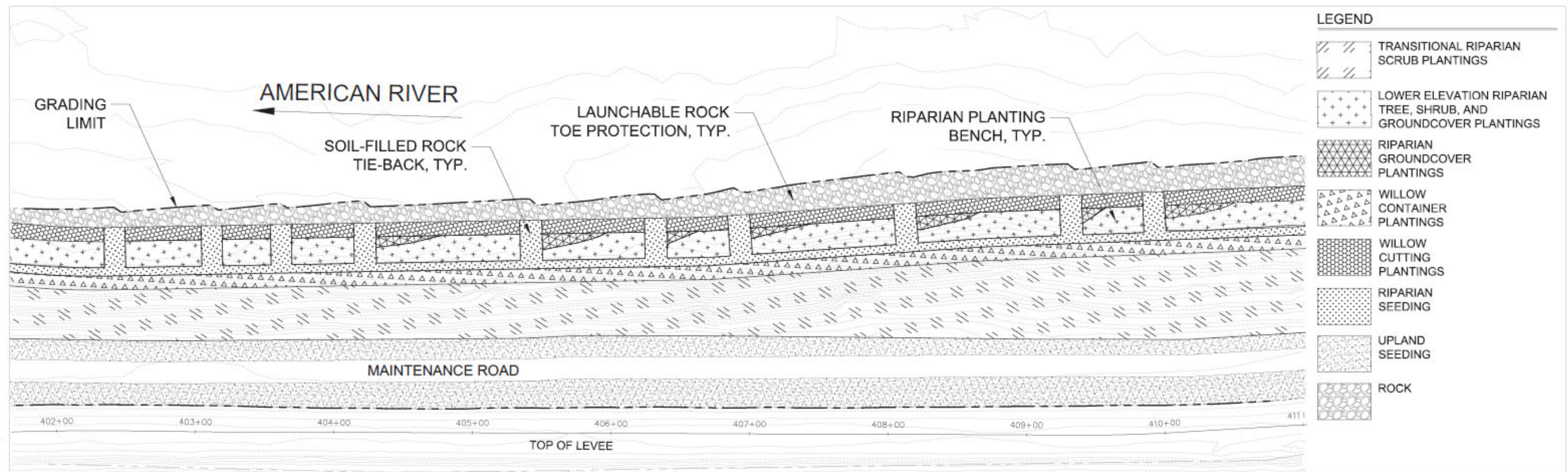
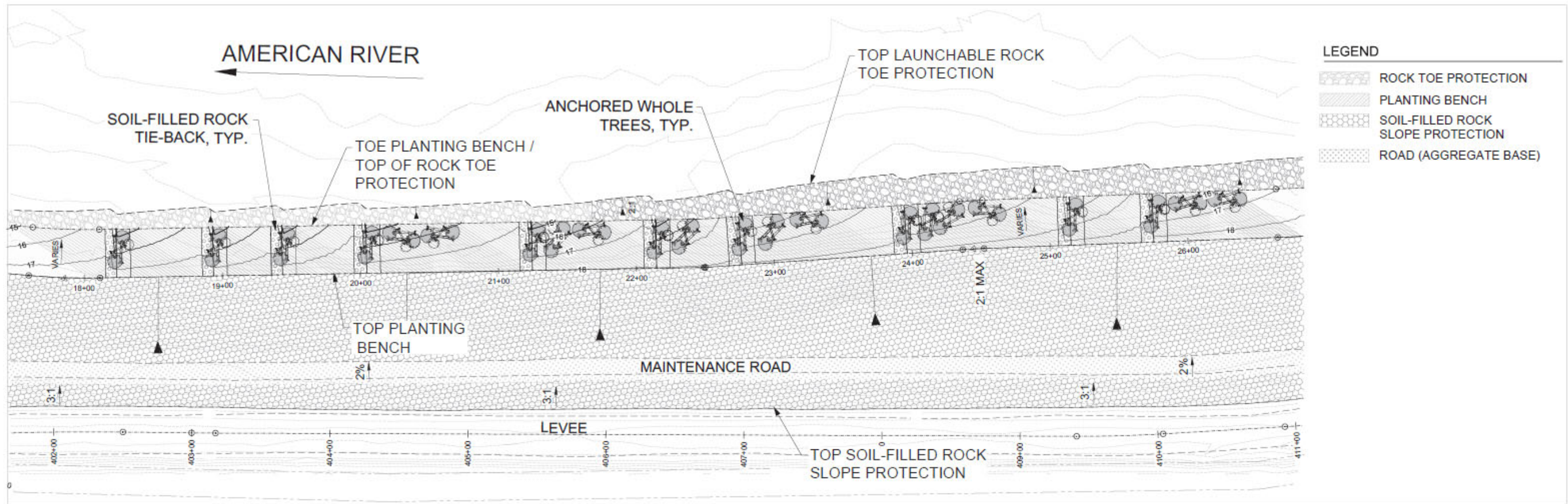
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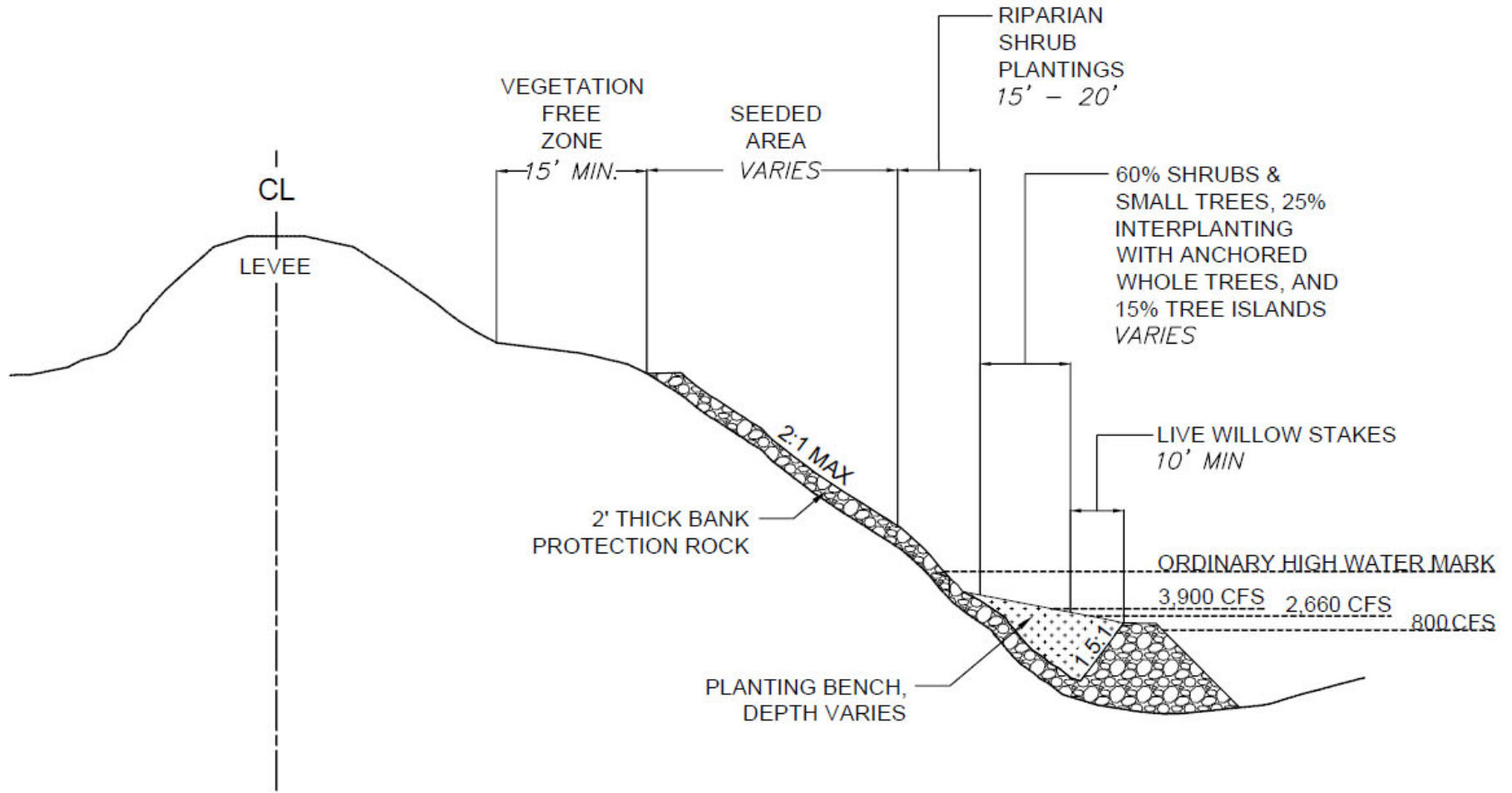
SOURCE: NHC, 2020; ESA 2020

American River Common Features 2016 Contracts 1

Figure 1
Site 2-1



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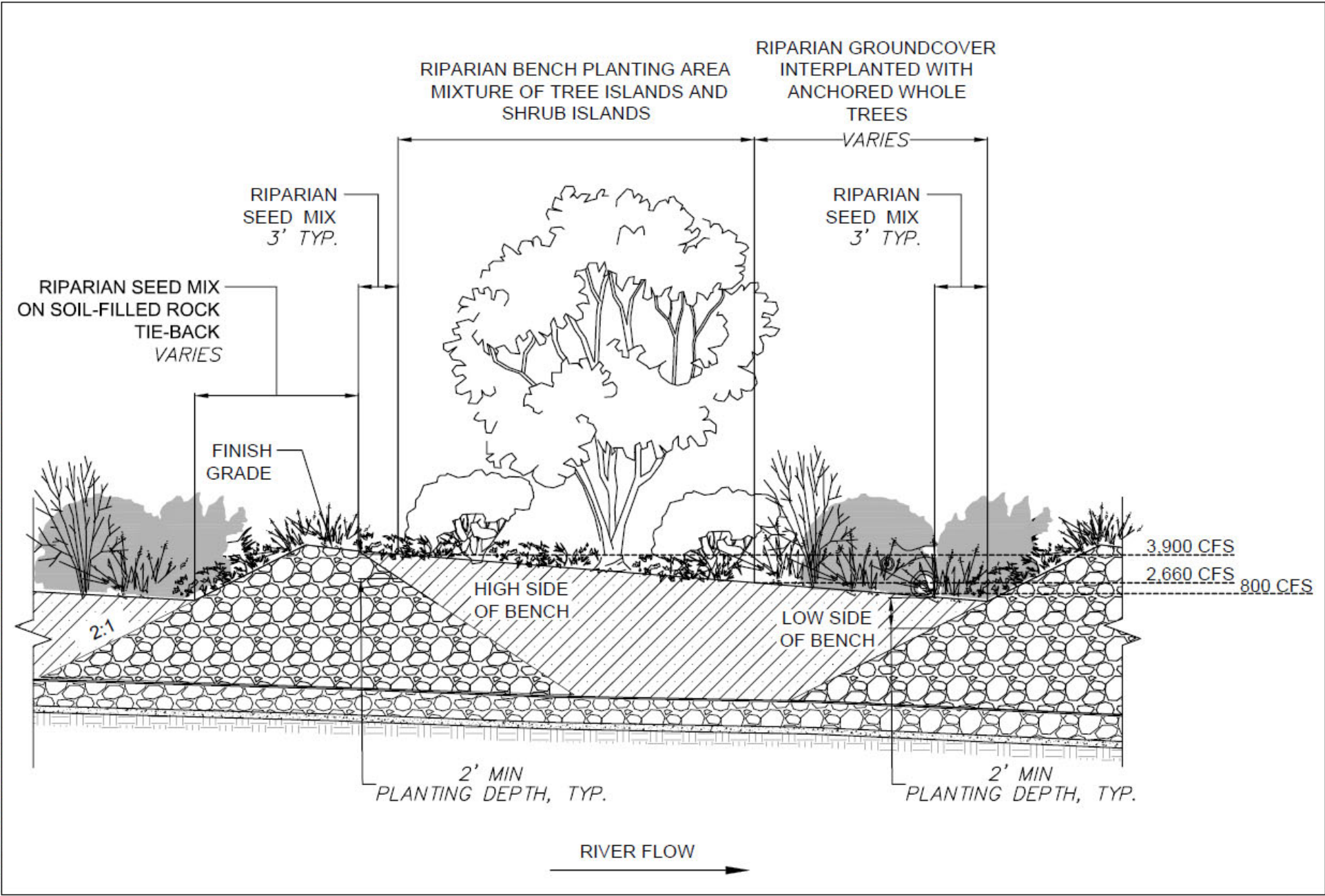


ARCF 2016 American River Contract 1



Figure 3
Typical Cross Section

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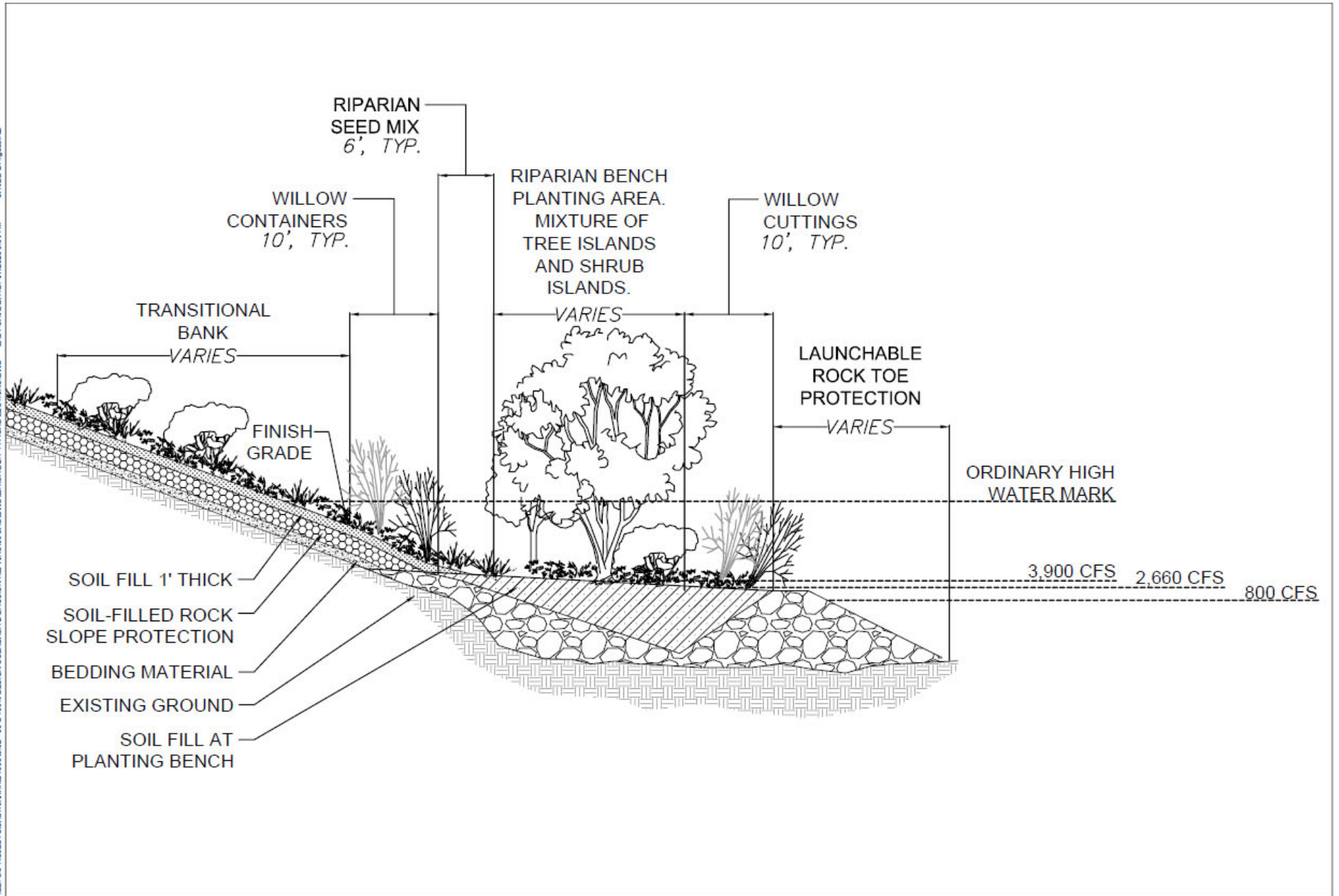


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Figure 4
Typical Planting Bench Section (View from River)

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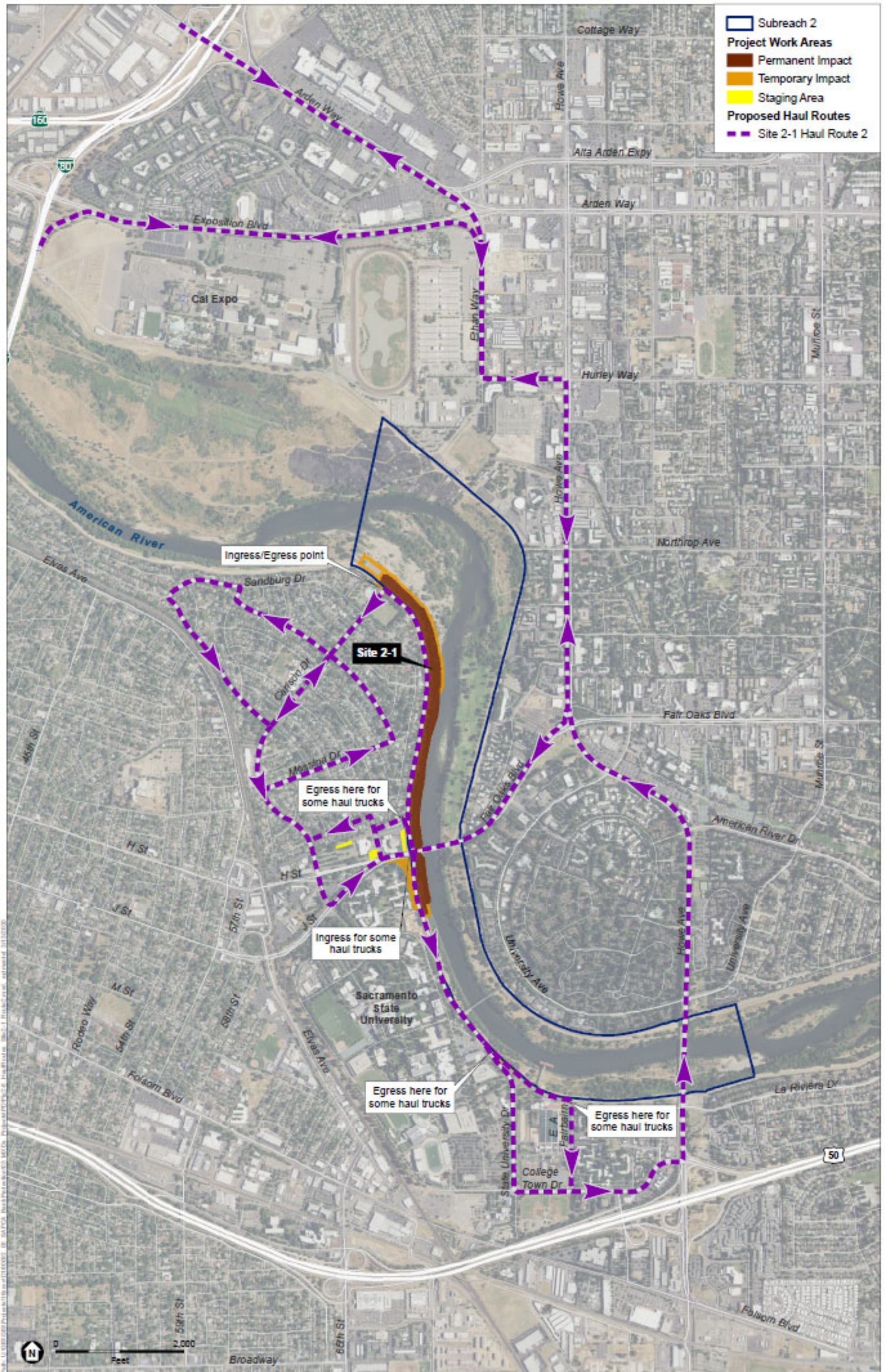
Figure 5
Typical Planting Bench Section - High Side of Bench



SOURCE: USDA, 2018; NHC, 2019; ESA, 2020

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Figure 6
Site 2-1 Haul Route 1

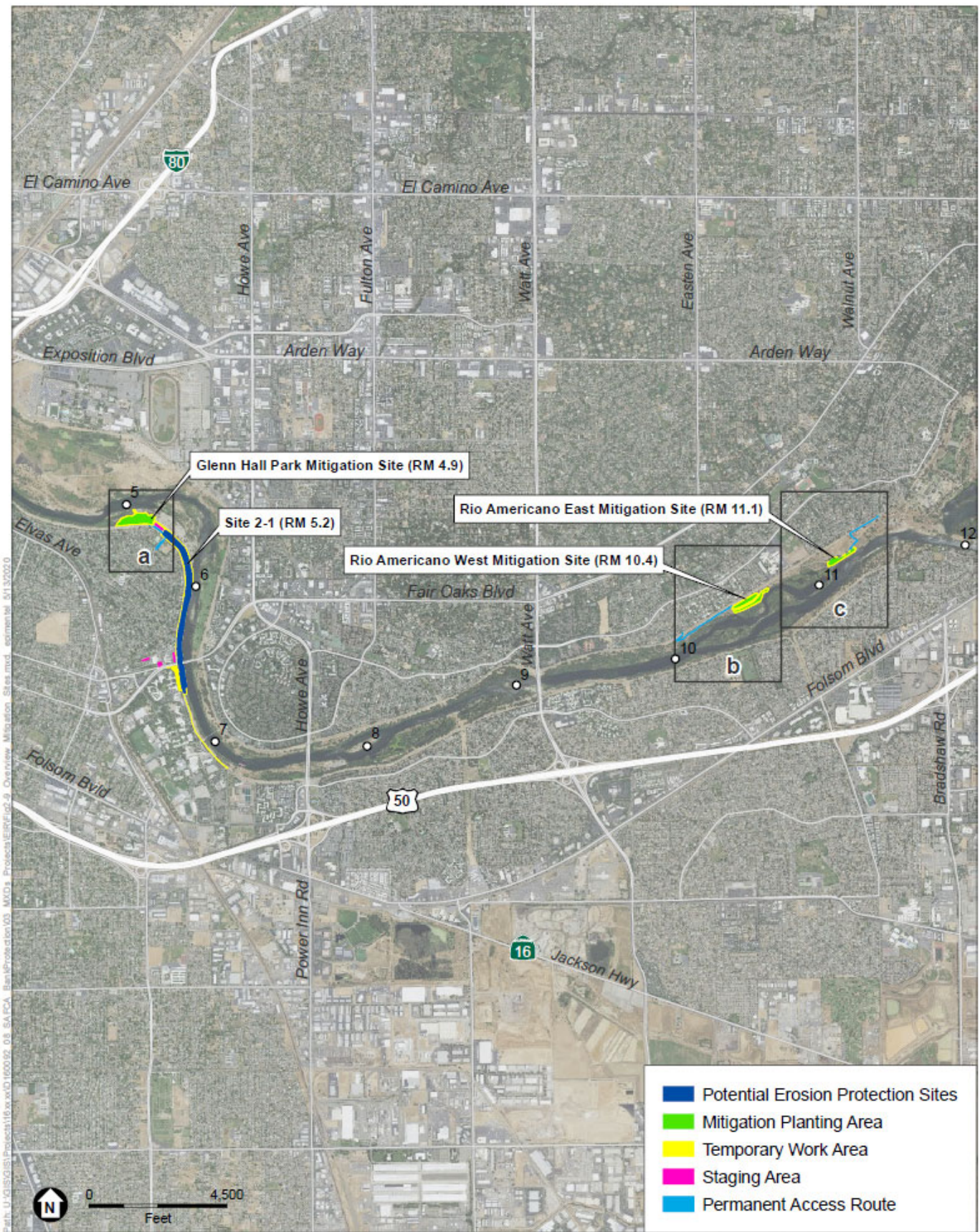


SOURCE: USDA, 2018; NHC, 2019; ESA, 2020

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Figure 7
Site 2-1 Haul Route 2





SOURCE: DigitalGlobe, 2018; NHC, 2019; USACE, 2020; ESA, 2020

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Figure 8
Mitigation Sites

