



**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922**

DRAFT Finding of No Significant Impact

**Supplemental Environmental Assessment (SEA) for the Natomas Basin Reach B,
Interstate-5 Window Project (I-5 Window Project), Sacramento County, California**

The U.S. Army Corps of Engineers (the Corps) has conducted an environmental analysis in accordance with the National Environmental Policy Act of 1969, as amended. The Natomas Basins Project, of which the I-5 Window Project is part, provides a portfolio of flood risk reduction measures to address underseepage, stability, and erosion along the Sacramento River, Natomas East Main Drainage Canal, and American River. I-5 crosses the Natomas Basin levee system in two locations. This action is located at the I-5 crossing from Sacramento County to Yolo County.. The enclosed SEA supplements the 2010 Final Environmental Impact Statement/Final Environmental Impact Report for the Natomas Levee Improvement Program, Phase 4b Landside Improvements Project (2010 EIS/EIR).

The SEA, incorporated herein by reference, evaluated one structural alternative (Proposed Action) and the no action alternative (No-Action). The Proposed Action includes the installation of an adjacent levee on the waterside of the existing levee and the installation of landside berms to address seepage. This would result in a raise and widening of the levee in this location. All practicable and appropriate means to avoid or minimize adverse environmental effects were analyzed and incorporated into the Proposed Action. Mitigation measures detailed in the SEA will be implemented, as appropriate, to minimize project impacts. The potential effects of the Proposed Action are catalogued in the attachment.

A public review of the draft SEA and draft Finding of No Significant Impact (FONSI) is being conducted between July 23, 2020 and August 22, 2020. All comments submitted during the public review period will be considered and answered in the final SEA upon which this FONSI is based. A 30-day state and agency review of the final SEA will run concurrently with the public review period. Changes will be made to the document as a result of public, state, and agency review comments, as appropriate.

Based on the evaluation of the effects as described in the final SEA; the reviews by other Federal, State and local agencies; Tribes; input of the public; and the review by my staff, I find that the Proposed Action will cause no significant impacts not already disclosed in the 2010 EIS/EIR; therefore, preparation of an Environmental Impact Statement is not required.

DATE

James J. Handura
Colonel, U.S. Army
Commander and District Engineer

Attachment:

Table 1: Summary of Potential Effects of the Recommended Plan

	Insignificant effects	Insignificant effects as a result of mitigation*	Resource unaffected by action
Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air quality ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fisheries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Waste and Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise levels ²	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recreation ³	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Status Species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic ⁴	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vegetation and Wildlife ⁵	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹ The site specific impacts were considered under the original design and were found to be below Federal standards. The cumulative effects of all Natomas Basin Projects under construction would be minimized by following CARB and Sacramento County Air Quality BMP's. What could not be minimized would be mitigated for by purchasing mitigation credits.

² While this project is near an airport and the I-5 overpass construction could be a noise increase within this area. Construction noise level effects would be managed by following Sacramento County standards for noise. Equipment would be required to follow all BMP's mention in the SEA.

³ Recreation in this area would still be allowed. The impact to be considered would be loss of parking and access to the boat ramp and restaurants in the area. Temporary parking will be allowed on the northern detour and the restaurants to mitigate for the temporary loss of parking.

⁴ There will be two detour routes constructed for this project that will not add significant amounts of time to anyone that would normally use this route. They both will be constructed prior to Garden Highway being closed.

⁵ Any tree that would be removed will be mitigated for at a minimum of a 2:1 ratio to bring the overall effect to zero.