

Appendix B  
**Scoping Reports**

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Appendix B.1

**Scoping Report—December 2011**

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## Memorandum

<b>Date:</b>	December 14, 2011
<b>To:</b>	John Suazo U.S. Army Corps of Engineers, Sacramento District 1325 J Street Sacramento, CA 95814  John Powderly City of West Sacramento 1110 West Capitol Avenue West Sacramento, CA 95691
<b>Cc:</b>	Michael Bessette, City of West Sacramento; Dave Shpak, City of West Sacramento; Ric Reinhardt, MBK Engineers; Derek Larsen, MBK Engineers; Michael Vecchio, HDR; Lucy Eidam Crocker, Crocker & Crocker; Ken Ruzich, WSAFCA
<b>From:</b>	Jennifer Rogers, ICF Community Affairs Specialist
<b>Subject:</b>	<b>Southport EIP Scoping Meeting Summary</b>

## Introduction

To comply with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), the U.S. Army Corps of Engineers (USACE) and West Sacramento Area Flood Control Agency (WSAFCA) are preparing a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Southport Sacramento River Early Implementation Project (Southport EIP). The EIS/EIR will be used to analyze and disclose the potential effects the Southport EIP may have on the natural and human environment and to identify mitigation measures and alternatives to avoid significant effects. USACE is the lead agency under NEPA, and WSAFCA is the project proponent and lead agency under CEQA.

USACE and WSAFCA have been carrying out scoping activities to assist them in determining the scope, focus, and content of the EIS/EIR. USACE and WSAFCA conducted two scoping meetings for the public and interested parties on September 15, 2011. This document summarizes the scoping process and comments received.

## Noticing

### Notice of Preparation/Intent

In compliance with the requirements set forth in NEPA, USACE prepared a Notice of Intent (NOI) describing its intent to prepare an EIS, the proposed action, the possible alternatives, and relevant scoping meeting and contact information. The NOI was posted in the *Federal Register*, the United States Government's official noticing and reporting publication, on August 26, 2011. The official comment period for the NOI was August 26, 2011, to September 26, 2011.

In compliance with the requirements set forth in CEQA, WSAFCA prepared a Notice of Preparation (NOP). The NOP contained a brief description of the proposed project; probable environmental effects; the date, time and place of the public scoping meetings; and contact information. The NOP solicited participation in determining the scope of the EIS/EIR. On August 24, 2011, the NOP was sent to Responsible and Trustee Agencies and involved federal agencies, to the State Clearinghouse, and parties previously requesting notice in writing. The comment period on the NOP was August 24, 2011 to September 26, 2011.

### Mailings

WSAFCA mailed approximately 3,500 scoping meeting invitations 2 weeks before the meeting. Of those, four invitations were to addresses outside the City of West Sacramento (City) limits. Approximately 485 invitations were returned by the postal service because of an erroneous address, vacant residence, or related cause. Invitations were sent to all properties within 500 feet of the project site, including borrow areas, and within 100 feet of a proposed haul route.

The City iLights online newsletter ([www.cityilights.org](http://www.cityilights.org)), which is developed by the City, featured an article describing the Southport EIP and noted the times and date of the scoping meetings. A notice of the article's posting was emailed September 7 to nearly 700 West Sacramento residents that are in the City's database.

Fliers publicizing the scoping meetings also were handed out at a community meeting on August 18, 2011. This meeting was conducted by Crocker & Crocker, and invitees were certain landowners potentially affected by the setback alternative under consideration for the Southport EIP.

A media advisory, developed by Crocker & Crocker, was sent electronically to local media outlets to inform them of the two scoping meetings. Media outlets who received this advisory included the West Sacramento News-Ledger, West Sacramento Press and the Sacramento Bee. These publications are those which local residents and regional stakeholders read to stay informed of city and regional activities. The West Sacramento Press included the information in an article on September 7, 2011.

### Website

ICF International developed language to publicize the meetings that was posted on the City's flood management Web page the week of August 22, 2011 at

[http://www.cityofwestsacramento.org/city/flood/levee\\_improvements.asp](http://www.cityofwestsacramento.org/city/flood/levee_improvements.asp). After the meetings, the materials presented at the meetings were posted to this Web page for public viewing and public record.

## Legal Notices

Legal notices briefly introducing the lead agencies and the proposed Southport EIP and publicizing the scoping meetings were placed in the *West Sacramento News-Ledger*, *The West Sacramento Press*, and the *Sacramento Bee* newspapers on August 24, 2011. The *Sacramento Bee* was intended to reach a regional public audience, and the *West Sacramento News-Ledger* and *West Sacramento Press* were intended to reach local residents.

Appendix A contains copies of the following documents:

- Notice of Preparation (including resource agency mailing list)
- Notice of Intent
- Meeting invitation flier mailed in hard copy
- Article posted on City iLights newsletter website
- Email notice sent to City iLights subscribers
- West Sacramento News-Ledger, West Sacramento Press and Sacramento Bee public notices
- Media advisory
- Article posted in the West Sacramento Press

## Public Meetings

Two public scoping meetings were held to inform the public of the proposed Southport EIP and provide an opportunity for input on the range of alternatives, environmental effects, and any issues of concern. The two meetings were held on September 15, 2011, at the West Sacramento Recreation Center in the Community Room—one from 3:30 to 5:30 p.m., and the other from 6:30 to 8:30 p.m. The meeting location was chosen because it is easily accessible for residents of the Southport community, where the proposed project would be located. The meeting times were chosen to accommodate schedules of public agency representatives and the general public, including residents and business owners.

A 25-minute presentation was given at each meeting as a brief introduction to the proposed project, project objectives, schedule, potential alternatives, and environmental compliance.

The meetings featured an open house-style component in which attendees could read and view the information about the Southport EIP and interact with project staff, including WSAFCA, USACE, the City, MBK and HDR Engineering staff, and ICF International environmental consulting staff.

Twenty-four graphic display boards were available to attendees. The boards described and illustrated the West Sacramento Levee Improvements Program history and the Southport EIP's purpose, need and objectives, study area, levee deficiencies and potential improvements, environmental considerations, the NEPA/CEQA process, and project timeline. Project staff were stationed at the display boards to provide additional detail or answer any questions.

A prepared fact sheet was available for attendees to take with them. The fact sheet provided an overview of the Southport EIP and its objectives, the study area, and the environmental compliance process.

Comment cards were offered so that meeting attendees could provide feedback on the proposed project. These cards could be filled out during the meeting and given to a project team member or filled out after the meeting and sent to either USACE or WSAFCA by September 26, 2011.

Appendix B contains copies of the following materials:

- Display boards
- PowerPoint presentation
- Fact sheet
- Comment card

A total of 81 people attended the two meetings. Forty-seven comments were received. The dominant subject of spoken comments, questions at the meetings, and written comments were concerns regarding acquisition of private property and removal of homes. There was particular focus on removal of homes to allow construction of a setback levee, based on a combination of perceptions that flood risk is not evident; WSAFCA is only pursuing setback levees because the State of California may pay a higher share of the project costs; and private homes should not be traded for the recreation and open space benefits of others. Questions related to the necessity of a setback levee and the compensation homeowners will receive if their property is acquired also were reflected in many of the comments received. Subtopics related to this included:

- Will homeowners receive market value for their homes, despite the fact that the market is very depressed?
- What type of compensation will be given for those residents who have to be temporarily relocated?
- How can the emotional connection residents have with their homes be compensated for?
- Business relocation could mean reduced revenues.

Below is a summary of other recurring themes in the written comments. Appendix C contains all written comments received during the scoping period.

- Consideration should be paid to archaeological resources in addition to water resources.
- All permits related to water quality should be obtained.

- WSAFCA should post all information about the proposed EIP on their website. This process should be very transparent.
- Opinion of recreational features proposed is generally favorable.
- There is general opposition to removing vegetation under USACE policy.
- Analysis should consider the impact the selected alternative would have on future development.
- Consideration of a slurry wall or relief well should be included.
- Traffic congestion during construction is a concern of residents.
- Apprehension was expressed about excess speed and traffic on S. River Road. This could be an opportunity to alter the road to have speed reduction features.
- Concern was evident related to construction disruptions: dust, noise, air quality, 24-hour work, staging and heavy equipment, and heavy traffic.

## Next Steps and Recommendations

The comments received during the scoping period will assist in determining the issues to be evaluated in detail in the EIS/EIR. Alternatives developed based on the scoping process will be analyzed, and a draft EIS/EIR will be developed. Upon the release of the Draft EIS/EIR, the public will have 45 days to comment on the document. Additionally, at least one public meeting will be held so the public and agencies can learn more about the Draft EIS/EIR, ask questions regarding the analysis, and provide comments. At these meetings, the alternatives will be presented and explained.

Once the public comment period on the Draft EIS/EIR has concluded, USACE and WSAFCA will consider and respond to all comments and prepare a Final EIS/EIR. USACE and WSAFCA will consider all written comments in deciding which alternative(s) to select and implement. USACE and WSAFCA will document that selection in a record of decision (for NEPA), no sooner than 30 days following publication of the Final EIS/EIR, and in a notice of determination (for CEQA). Separate EIS and EIR documents may be prepared.

In response to expressed public concerns, future outreach efforts should:

- Educate landowners regarding flood risk and levee deficiencies.
- Inform landowners that all project alternatives require a footprint that goes beyond the existing levee—alternatives other than a setback levee also have features such as seepage berms or an adjacent levee that have the potential to result in loss of homes and need for property acquisition.
- Inform all landowners that all proposed alternatives and alternative selection will be based on rational, objective, data and science-driven processes defined by state and federal regulations, administered under the highest standards of professional practice and driven by WSAFCA and the City's obligations to ensure health and safety through flood risk reduction.

- Disclose the alternative screening criteria to demonstrate fairness and the full array of considerations in making a project decision.
- Inform landowners that while WSAFCA's state partner, the Department of Water Resources (DWR), may prefer the use of setback levees because of the measure's public safety and ecological benefits, the city will not implement setbacks in areas where it does not make sense to do so after considering all issues and impacts related to development, operation and maintenance.
- Highlight project benefits to the community-at-large and greater good of the city.

# Appendix A Public Notification

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**Appendix A contains copies of the following documents:**

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Notice of Preparation (including resource agency mailing list) .....	9
Notice of Intent .....	17
Meeting invitation flier mailed in hard copy .....	19
Article posted on City iLights newsletter website .....	20
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September 15 Environmental Scoping Meeting for Southport Levee Improvement Project .....	27
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## Notice of Preparation

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To: State Clearinghouse, Responsible Agencies, Trustee Agencies, Interested Parties

(Agency)

See Distribution List

(Address)

From: West Sacramento Area Flood Control Agency

(Agency)

1110 West Capitol Avenue

(Address)

West Sacramento, CA 95691

### **Subject: Notice of Preparation of an Environmental Impact Statement/Environmental Impact Report for the Southport Sacramento River Early Implementation Project**

The West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (EIP) to implement flood risk-reduction measures along the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The project reach extends along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 6.4 miles to the South Cross Levee, protecting the Southport community of West Sacramento. The 3.3-square mile study area encompasses the area of levee improvement along the river corridor and the potential soil borrow sites east and west of southern Jefferson Blvd. (Figure 1).

The project would bring the levee up to standard with Federal and state flood protection criteria, as well as providing opportunities for ecosystem restoration and public recreation. The U.S. Army Corps of Engineers (USACE), acting as the Federal lead agency under the National Environmental Policy Act (NEPA), and WSAFCA, acting as lead agency under the California Environmental Quality Act (CEQA), have determined that a project-level Environmental Impact Statement/Environmental Impact Report (EIS/EIR) should be prepared for the project.

#### **Responsible and Trustee Agencies**

Responsible and trustee agencies under CEQA may include City of West Sacramento, Yolo County, California Department of Fish and Game, California Department of Water Resources, Central Valley Flood Protection Board, California Regional Water Quality Control Board, State Lands Commission, and California Department of Parks and Recreation.

#### **Public and Agency Input**

USACE and WSAFCA are requesting your input on the scope and content of the Southport Sacramento River EIP EIS/EIR. All interested parties are invited to comment for a period of 30 days, beginning August 26, 2011. Please send comments by e mail or standard mail to a contact below by 5 p.m., Sept. 26, 2011.

Megan Smith, Project Manager  
ICF International  
630 K Street, Suite 400  
Sacramento, CA 95814  
Email: [southportcomments@icfi.com](mailto:southportcomments@icfi.com)

or

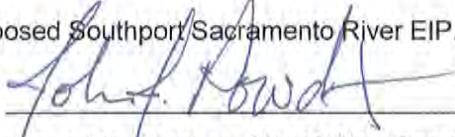
Mr. John Suazo  
U.S. Army Corps of Engineers, Sacramento District  
Attn: Planning Division (CESPK-PD-R) 1325 J Street  
Sacramento, CA 95814  
[john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)

If commenting on behalf of a public agency or non-governmental organization, please include the name of a contact person.

Two public scoping meetings will be held at which the public can meet with lead agency representatives and provide written comments, on September 15, 2011, at 3:30 p.m. and 6:30 p.m., at the West Sacramento Recreation Center, Community Room, 2801 Jefferson Blvd., West Sacramento, CA 95691.

The attachment includes supplemental information for the proposed Southport Sacramento River EIP.

Date: Aug. 26, 2011

Signature: 

Title: Associate Planner, City of West Sacramento

Telephone: (916) 617-4645



**Attachment to Notice of Preparation**  
Environmental Impact Statement/Environmental Impact Report  
Supplemental Information

**Location of Project Study Area:**

As introduced in the Notice of Preparation, the West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (EIP) to implement flood risk–reduction measures along the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The project reach extends along the right bank of the Sacramento River south of the Barge Canal downstream approximately 6.4 miles to the South Cross Levee, protecting the Southport community of West Sacramento. The 3.3–square mile study area encompasses the area of levee improvement along the river corridor and the potential soil borrow sites east and west of southern Jefferson Blvd. (Figure 1).

**Project Purpose and Lead Agencies:**

The project would bring the levee up to standard with Federal and state flood protection criteria, as well as provide opportunities for ecosystem restoration and public recreation. The U.S. Army Corps of Engineers (USACE) will act as the Federal lead agency under the National Environmental Policy Act (NEPA). WSAFCA will act as lead agency under the California Environmental Quality Act (CEQA). As such, WSAFCA has principal responsibility for carrying out and approving the project. The agencies have determined that a project-level Environmental Impact Statement/Environmental Impact Report (EIS/EIR) should be prepared for the project.

USACE has three potential actions associated with WSAFCA's proposed project:

- under 33 United States Code, Section 408 (Section 408), the Chief of Engineers may grant permission to alter an existing flood control structure if it is not injurious to the public interest and does not impair the usefulness of such work;
- under Section 404 of the Clean Water Act, the District Engineer may permit the discharge of dredged or fill material into waters of the United States if the discharge meets the requirements for the Environmental Protection Agency's 404 (b)(1) guidelines and is not contrary to the public interest; and
- under Section 10 of the Rivers and Harbors Act, the District Engineer may permit activities that do not affect navigable waters.

WSAFCA is requesting such permissions in order to implement the project. The project must comply with NEPA to acquire these permissions. This project would continue work undertaken by WSAFCA for the I Street Bridge EIP (constructed in 2008), The Rivers and CHP Academy EIPs (under construction at the time of this NOP), and a separate effort led by USACE and the Central Valley Flood Protection Board at the Barge Canal in West Sacramento under the Sacramento River Bank Protection Project.

**Project Description:**

The EIS/EIR will analyze the possible environmental effects of combining a variety of flood protection measures to address known levee deficiencies. The flood protection measures considered in the EIS/EIR may include:

- slope flattening of the existing levee,
- use of seepage berms and/or stability berms located to the land side of the levee,
- rock slope protection located to the water side of the levee,
- setback levees and/or adjacent levees located landward of the existing levee,
- relief wells, and
- slurry cut-off walls.

The EIS/EIR will consider the environmental impacts of other foreseeable project elements and mitigation measures located in the study area. Foreseeable construction and maintenance of such flood protection measures likely would include, but not be limited to:

- use of neighboring roadways for project ingress and egress;
- creation of temporary access roads;
- construction of new roadways, including elevated spans;
- resurfacing and/or relocation of existing roadways;
- extraction of soil from identified borrow sites;
- disposal of excess soil at identified disposal sites; and
- relocation of public utilities.

The project will also be defined to include ecosystem restoration, such as levee breaches for habitat creation, planting and revegetation, and similar features. Recreation features will also be analyzed, such as trails, water access, staging areas; wayfinding and interpretive signs; and associated amenities.

**Environmental Factors Potentially Affected:**

The environmental factors checked below would potentially be affected by the proposed project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact”).

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics                               | <input checked="" type="checkbox"/> Agriculture Resources   | <input checked="" type="checkbox"/> Air Quality               |
| <input checked="" type="checkbox"/> Biological Resources                     | <input checked="" type="checkbox"/> Cultural Resources      | <input checked="" type="checkbox"/> Geology/Soils             |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials          | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning         |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance       | <input checked="" type="checkbox"/> Mineral Resources       | <input checked="" type="checkbox"/> Noise                     |
| <input checked="" type="checkbox"/> Population/Housing                       | <input checked="" type="checkbox"/> Public Services         | <input checked="" type="checkbox"/> Recreation                |
| <input checked="" type="checkbox"/> Socioeconomics and Environmental justice | <input checked="" type="checkbox"/> Transportation/Traffic  | <input checked="" type="checkbox"/> Utilities/Service Systems |

**Attachment to Notice of Preparation**  
Environmental Impact Statement/Environmental Impact Report  
Distribution List

**Government Agencies**

Bureau of Indian Affairs  
Pacific Regional Office  
Environmental Compliance Department  
2800 Cottage Way  
Sacramento, CA 95825

Bureau of Reclamation  
Mid-Pacific Region  
2800 Cottage Way  
Sacramento CA 95825

California Department of Fish and Game  
Jeff Drogensen  
1701 Nimbus Road, Suite A  
Rancho Cordova, CA 95670

California Department of Conservation  
Rebecca Salazar  
801 K Street, MS-24-02  
Sacramento, CA 95814

California Department of Fish and Game  
Glenda Marsh, Senior Environmental Scientist  
1416 9th Street, Floor 12  
Sacramento, CA 95814

California Department of Parks and Recreation  
Bob Baxter  
PO Box 942896  
Sacramento, CA 94296-0001

California Department of Transportation, District 3  
Kendall Schinke  
2983 Gateway Oaks Blvd., Suite 100  
Sacramento, CA 95833

California Department of Water Resources  
Division of Water Resources  
PO Box 942836  
Sacramento, CA 94236  
Central Valley Flood Protection Board  
Eric Butler  
3310 El Camino Ave. Il60  
Sacramento, CA 95821

Central Valley Regional Water Quality Control Board  
CEQA Compliance Division  
11020 Sun Center Dr, #200  
Rancho Cordova, CA 95670

Central Valley Regional Water Quality Control Board  
Greg Vaughn  
11020 Sun Center Dr, #200  
Rancho Cordova, CA 95670

City of Sacramento  
Planning Director  
915 I Street, New City Hall, 3rd Floor  
Sacramento, CA 95814

Colusa County  
Director  
220 12th Street  
Colusa, CA 95932

Delta Protection Commission  
Alex Westhoff  
PO Box 530  
Walnut Grove, CA 95690

Department of Boating and Waterways  
David Johnson  
2000 Evergreen Street, Suite 100  
Sacramento, CA 95815-3888

Department of General Services, Real Estate Division  
Shirley Bramham  
707 3rd Street, Suite 505  
West Sacramento, CA 95605

Federal Highway Administration  
NEPA/CEQA Compliance Dept.  
1200 New Jersey Ave., SE  
Washington, DC 20590

FEMA Region IX, Federal Emergency Management  
Donna Meyer, Deputy Regional Environmental Officer  
111 Broadway, Ste. 1200  
Oakland, CA 94607

National Marine Fisheries Service  
Mike Hendrick  
650 Capitol Mall, Suite 8-300  
Sacramento, CA 95814

Native American Heritage Commission  
Debbie Pilus Treadway  
915 Capitol Mall, Room 364  
Sacramento, CA 95814

Office of Historic Preservation  
Milford Wayne Donaldson  
1416 9th Street, Room 1442-7  
Sacramento, CA 95814

Pacific Gas and Electric Company  
Lou Norton  
343 Sacramento Street  
Auburn, CA 95603

Sacramento Air Quality Management District  
Karen Huss  
1947 Galileo Ct., Ste. 103  
Davis, CA 95616

Sacramento Area Flood Control Agency  
Tim Washburn  
1007 7th Street, 7th Floor  
Sacramento, CA 95814

Sacramento County Planning and Community  
Development Agency  
Director  
827 7th Street, Room 230  
Sacramento, CA 95814

Sacramento National Wildlife Refuge Complex  
Environmental Compliance Dept.  
752 County Road 99W  
Willows, CA 95988

Sacramento Regional County Sanitation District  
Sharon Sargent  
10545 Armstrong Ave.  
Mather, CA 95655

Sierra Northern Railway  
President  
341 Industrial Way  
Woodland, CA 95776

Solano County  
Director of Public Works and Planning  
601 Texas Street  
Fairfield, Ca 94533

State Clearinghouse, Office of Planning & Research  
1400 10th Street, Rm 121  
Sacramento, CA 95814

State Lands Commission,  
Environmental Management Division  
Cy Oggins, Division Chief  
100 Howe Ave, Suite 100 South  
Sacramento, CA 95825

Sutter County Public Works Department  
Director of Public Works  
1130 Civic Center Blvd.  
Yuba City, CA 95993

U.S. Army Corps of Engineers, Sacramento District  
John Suazo, Attn: Planning Division (CESPK-PD-R)  
1325 J Street  
Sacramento, CA 95814

U.S. Department of the Interior, Office of  
Environmental Policy and Compliance  
Patricia Sanderson Port, Regional Environmental  
Officer  
1111 Jackson Street, Suite 520  
Oakland, CA 94607

U.S. Environmental Protection Agency  
Connell Dunning  
75 Hawthorne Street  
San Francisco, CA 94105

U.S. Fish and Wildlife Service  
2800 Cottage Way, Room W-2605  
Sacramento, CA 95825

USDA Natural Resources Conservation Service  
221 W. Court Street  
Woodland, CA 95695

Washington Unified School District  
Scott Lantsberger, Assistant Superintendent  
930 Westacre Road  
Sacramento, CA 95691

Yolo County Agricultural Commission  
70 Cottonwood Street  
Woodland, CA 95695

Yolo County Environmental Health  
Bruce Sarazin, Chief  
137 N. Cottonwood St., Ste. 2400  
Woodland, CA 95695

Yolo County Planning Department  
Planning Director  
292 West Beamer Street  
Woodland, CA 95695

Yolo County Transit Authority  
350 Industrial Way  
Woodland, CA 95776

Yolo Habitat JPA  
Maria Wong, Executive Director  
120 West Main Street, Suite C  
Woodland, CA 95695

Yolo Solano Air Quality Management District  
Matt Jones  
1947 Galileo Court, Suite 103  
Davis, CA 95616

### **Non-Governmental Organizations**

American Rivers  
John Cain, Director, California Flood Management  
244 Lake Drive  
Kensington, CA 94708

California Farm Bureau Federation  
Environmental Compliance Department  
2300 River Plaza Drive  
Sacramento, CA 95833

Center for Biological Diversity  
351 California Street, Suite 600  
San Francisco, CA 94104

Defenders of Wildlife  
Kim Delfino, California Program Director  
1303 J Street, Suite 270  
Sacramento, CA 95814

Family Water Alliance  
P.O. Box 365  
Maxwell, CA 95955

Friends of the River  
Ronald Stork, Senior Policy Advocate  
1418 20th Street, Suite 100  
Sacramento, CA 95811

Friends of the Swainson's Hawk  
Judith Lamare, President  
915 L Street, Suite C-425  
Sacramento, CA 95814

Habitat 2020 Sacramento County  
Attn: Chairperson  
909 12th Street, Suite 100  
Sacramento CA 95814

Sacramento Area Bicycle Advocates  
Jordan Lang  
909 12th Street, Suite 116  
Sacramento, CA 95814

Sacramento River Preservation Trust  
PO Box 5366  
Chico, CA 95927

Sacramento Valley Landowners Association  
PO Box 3014  
Sacramento, CA 95812

Sierra Club  
Terry Davis  
801 K Street, Suite 2700  
Sacramento, CA 95814

Sierra Club Motherlode Chapter  
Tony Loftin, Chair, Sacramento Group  
801 K Street, Suite 2700  
Sacramento, CA 95814

Sierra Club-Yolano Group  
Pamela Nieberg and Carolyn Hinshaw,  
Chairperson  
3010 Loyola Drive  
Davis, CA 95618

The California Central Valley Flood Control  
Association  
910 K Street, Suite 310  
Sacramento, CA 95814

The Nature Conservancy  
2015 J Street, Suite 103  
Sacramento, CA 95814

The Northern California Water Association  
455 Capitol Mall # 335  
Sacramento, CA 95814-4496

Tuleyome  
Andrew Fulks  
607 North Street  
Woodland, CA 95695

Yolo Audubon Society  
Chad Roberts, Conservation Chairman  
P.O. Box 886  
Davis, CA 95617

**Individuals**

Jeralyn and William Wingfield



Linda Pacheco



David Sanders



Act (NEPA) coverage for the proposed action.

The ROD discusses each alternative considered for the proposed action and those that are environmentally preferable. The Corps has identified an Adaptive Management Implementation Process (AMIP), with a construction ceiling of Alternative 3.5 (approximately 4,370 acres), as the selected plan. The key aspect of the AMIP is that, rather than selecting a specific acreage alternative, actions would be progressively implemented and monitored until the desired biological response of terns and plovers is attained and sustained. The Corps recognizes that alternative methods such as vegetation removal, while relatively untested, provide the potential to decrease impacts and costs, and could be incorporated if proven successful.

The FPEIS describes the potential environmental consequences of the alternatives considered in detail. During analysis, impacts of the larger alternatives (3, 2 and 1) were deemed to be moderate to high and impacts of lesser alternatives (3.5, 4 and 5) were deemed to be moderate to low. Alternative 3.5 represents a midrange of habitat available at a time when the birds were productive, and it is anticipated that biological metrics will be met before fully implementing up to Alternative 3.5. If Alternative 3.5 is fully implemented and biological metrics are not met, the Corps can consider continuing to higher acreage alternatives or other methodologies, in which case appropriate coordination and disclosure would be pursued (potential amended ROD or additional NEPA).

The AMIP allows for flexibility to provide habitat up to a point of meeting population goals, and to minimize impacts through approaches such as monitoring, redistributing acreage targets among segments if needed, avoiding sensitive resources, using less-impactful or costly construction methodologies as they become available, and avoiding over-construction of habitat.

Implementing the selected alternative will provide the most effective means for the Corps to meet its obligations, including avoiding jeopardy to the bird species, while managing the river for all authorized purposes. Risk of significant impacts to the environment appears to be low to moderate as a result of implementation of the ESH program, and numerous acres of ESH would be created, which is considered important not only to protected bird species, but to the overall ecology of the Missouri River.

Concurrently with the ROD, an errata sheet is also being made available, which provides the comments received on the Final PEIS along with the Corps response to each. Also included in the errata is an update regarding Tribal coordination and the PEIS.

2. *Document Availability.* The Final PEIS (May 2011), the ROD, the errata sheet, and an updated Final PEIS which incorporates the ROD and the errata items (August 2011), are available at: <http://www.moriverrecovery.org/mrrp/f?p=MRRP:documents>.

For more information about the Emergent Sandbar Habitat program, please visit <http://www.moriverrecovery.org> under "BiOp/Mit Efforts."

Dated: August 15, 2011.

**Christopher D. Wiehl,**

*Acting Chief, Planning Branch, Omaha District.*

[FR Doc. 2011-21894 Filed 8-25-11; 8:45 am]

**BILLING CODE 3720-58-P**

## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Notice of Intent To Prepare an Environmental Impact Statement/ Environmental Impact Report for the Section 408 Permission for the Southport Sacramento River Early Implementation Project, West Sacramento, CA

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers; DoD.

**ACTION:** Notice of intent.

**SUMMARY:** Pursuant to the National Environmental Policy Act of 1969, as amended, and the California Environmental Quality Act (CEQA), the U.S. Army Corps of Engineers (USACE) intends to prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) under Section 14 of the Rivers and Harbors Act of 1899 (as amended) (33 U.S.C. 408), and Section 404 of the Clean Water Act (33 U.S.C. 1344), for the proposed Southport Sacramento River Early Implementation Project (EIP), sponsored by the West Sacramento Area Flood Control Agency (WSAFCA). Figures of the project area can be viewed at <http://www.cityofwestsacramento.org/city/flood>.

WSAFCA is planning the Southport Sacramento River EIP to implement flood-risk reduction measures along the Sacramento River South Levee in the City of West Sacramento, Yolo County, CA. The project reach extends along the

right bank of the Sacramento River south of the barge canal, downstream approximately 6.4 miles to the South Cross Levee, protecting the Southport community of West Sacramento. The 3.3-square mile study area encompasses the area of levee improvement along the river corridor and the potential soil borrow sites. In order to implement the project, the sponsor must acquire permission from USACE to alter the Federal project under Section 14 of the Rivers and Harbors Act of 1899 (as amended) (33 U.S.C. 408 or, Section 408). USACE also has authority under Section 404 of the Clean Water Act (33 U.S.C. 1344) over activities involving the discharge of dredged or fill material to waters of the United States, which are known to be in the project area. The project would bring the levee up to standard with Federal and state flood protection criteria, as well as providing opportunities for ecosystem restoration and public recreation. USACE, acting as the federal lead agency under NEPA, and WSAFCA, acting as the state lead agency under the CEQA in coordination with the Central Valley Flood Protection Board, have determined that an EIS/EIR should be prepared to describe alternatives, potential environmental effects, and mitigation measures.

**DATES:** Public scoping meetings will be held on Thursday, September 15, 2011 at 3:30 p.m. and 6:30 p.m. at the West Sacramento Recreation Center, 2801 Jefferson Boulevard, West Sacramento, CA. Send written comments by September 26, 2011 (see **ADDRESSES**).

**ADDRESSES:** Written comments and suggestions concerning the scope and content of the environmental information may be submitted to Mr. John Suazo, U.S. Army Corps of Engineers, Sacramento District, Attn: Planning Division (CESPK-PD-R), 1325 J Street, Sacramento, CA 95814. Requests to be placed on the mailing list also should be sent to this address.

**FOR FURTHER INFORMATION CONTACT:** Questions about the proposed actions and environmental review process should be addressed to John Suazo at (916) 557-6719, e-mail:

[john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil) (see **ADDRESSES**).

#### **SUPPLEMENTARY INFORMATION:**

1. *Proposed Action.* WSAFCA is proposing a project along the Sacramento River west levee under the California DWR's Early Implementation Program to expeditiously complete flood-risk reduction measures. Known as the Southport Sacramento River EIP, the project proposes implementation of flood-risk reduction measures

(measures) along a 6.4-mile long reach between the barge canal downstream to the South Cross Levee. Primary deficiencies of the levee include through-seepage, under-seepage, and embankment instability (e.g., overly steepened slopes). As part of the project, an EIS/EIR is being prepared. USACE has authority under Section 14 of the Rivers and Harbors Act of 1899 (as amended) (33 U.S.C. 408), over alterations to federal flood control project levees and any such alterations as proposed by WSAFCA are subject to approval by USACE. USACE also has authority under Section 404 of the Clean Water Act (33 U.S.C. 1344) over activities involving the discharge of dredged or fill material to waters of the United States, which are known to be in the project area. Under Section 10 of the Rives and Harbors Act, the District Engineer may permit activities which do not affect navigable waters. Due to these authorities, USACE is acting as the lead agency for the EIS pursuant to NEPA. WSAFCA will be acting as the lead agency for the EIR according to CEQA as the public agency that has the principal responsibility for carrying out and approving the project.

2. *Alternatives.* The EIS/EIR will consider several alternatives for reducing flood damage. Each alternative analyzed during the investigation will consist of a combination of several measures to reduce the risk of flooding. These measures include, but are not limited to, installing slurry cutoff walls, constructing seepage or stability berms, relief wells, rock slope protection, slope flattening, and potential new levee alignments (setback or adjacent levees).

3. *Scoping Process.*

a. Public scoping meetings will be held on September 15, 2011, to present information to the public and to receive comments from the public on the project. These meetings are intended to initiate the process to involve concerned individuals, and local, State, and Federal agencies.

b. Significant issues to be analyzed in depth in the environmental documents include effects on hydraulics, wetlands and other waters of the U.S., vegetation and wildlife resources, special-status species, aesthetics, cultural resources, recreation, land use, fisheries, agricultural resources, water quality, air quality, transportation, and socioeconomic; and cumulative effects of related projects in the study area.

c. USACE is consulting with the State Historic Preservation Officer to comply with the National Historic Preservation Act and with the U.S. Fish and Wildlife Service and National Marine Fisheries Service to comply with the Endangered

Species Act. USACE also is coordinating with the U.S. Fish and Wildlife Service to comply with the Fish and Wildlife Coordination Act.

d. A 45-day public review period will be provided for individuals and agencies to review and comment on the draft environmental document. All interested parties are encouraged to respond to this notice and provide a current address if they wish to be notified of the draft EIS/EIR circulation.

4. *Availability.* The draft EIS/EIR for the Southport Sacramento River EIP is scheduled to be available for public review and comment in mid-2012.

Dated: August 17, 2011.

**William J. Leady,**

*COL, EN, Commanding.*

[FR Doc. 2011-21878 Filed 8-25-11; 8:45 am]

**BILLING CODE 3720-58-P**

## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Intent To Prepare a Draft Supplemental Environmental Impact Statement for the Larose to Golden Meadow Hurricane Protection Project, Post-Authorization Change Study, in Lafourche Parish, LA

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The U.S. Army Corps of Engineers (USACE) intends to prepare a supplemental environmental impact statement (SEIS) for the Larose to Golden Meadow Hurricane Protection Project, Post-Authorization Change (PAC) Study. This project was originally authorized in 1965. Construction began in 1972 and is still underway. The PAC Study was initiated to identify and evaluate modifications needed to ensure that completion of project features, designed and constructed before development of the post-Katrina Hurricane and Storm Damage Risk Reduction System (HSDRRS) Design Guidelines, are in compliance with these new guidelines.

The subject SEIS will supplement the original environmental impact statement (EIS) prepared for the project as authorized in 1965. The Statement of Findings for the original EIS was signed on April 4, 1975. An SEIS was subsequently prepared to address proposed modifications to the authorized plan. The Record of Decision for this first SEIS was signed on May 20, 1985.

#### FOR FURTHER INFORMATION CONTACT:

Questions concerning the draft SEIS should be addressed to Charlene Carmack, Rock Island District, Corps of Engineers, CEMVP-PD-C, Clock Tower Building, P.O. Box 2004, Rock Island, IL 61204-2004; telephone (309) 794-5570; fax (309) 794-5157; or be e-mail: [Charlene.Carmack@usace.army.mil](mailto:Charlene.Carmack@usace.army.mil).

#### SUPPLEMENTARY INFORMATION:

1. *Authority.* This SEIS will be the second supplement to the EIS originally prepared for the Larose to Golden Meadow Hurricane Protection Project. This project was authorized by the Flood Control Act of 27 October 1965, House Document No. 184, 89th Congress (Pub. L. 89-298), which authorized the project "hurricane-flood protection at Grand Isle and Vicinity, Louisiana" to provide protection in accordance with the recommendation of the Chief of Engineers in his report entitled "Grand Isle and Vicinity, La.", and contained in House Document No. 184, Eighty-ninth Congress, 1st Session. The authorized project is a ring levee system with associated control structures that provides hurricane and storm damage risk reduction to communities located along both sides of Bayou Lafourche in Lafourche Parish, Louisiana. The overall levee system is approximately 43 miles long, extending from Larose to a point 2 miles south of Golden Meadow, Louisiana. Roughly 25,000 people live in the communities of Larose, Galliano, Cutoff, and Golden Meadow, which are located within the ring levee system.

2. *Alternatives.* Alternatives currently being evaluated in the PAC Study include: (1) Stabilize the existing levee using current criteria for still-water elevations, which would complete the project without exceeding the 1965 authorized elevation listed in the Grand Isle, Louisiana, and Vicinity General Design Memorandum (with datum adjustments), and meet the current approved design guidelines excluding the Post-Hurricane Katrina hydrology and hydraulics design guidelines; (2) modify the 1965 design to complete the project providing a level of risk reduction based on the 1965 storm surge design elevations (with datum adjustments) using the current HSDRRS Design Guidelines to include the Post-Hurricane Katrina surge models; (3) complete the existing levee system in general conformance with the previously authorized design. These alternatives will be further formulated and developed during the scoping process and an appropriate range of alternatives will be considered in the new SEIS. These may include

# Learn More about the Latest Levee Improvement Project in the Southport Area!

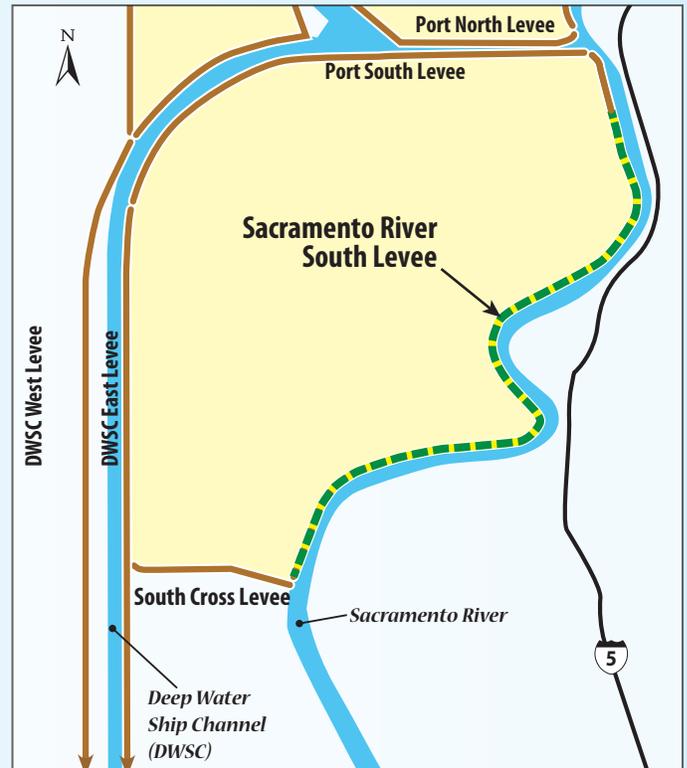
The West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (EIP) to implement flood-risk-reduction measures along the Sacramento River South Levee, which protects the Southport community (see map). The project would bring the levee up to Federal and state standards and provide ecosystem restoration and recreation opportunities. An Environmental Impact Statement/Environmental Impact Report (EIS/EIR) is currently underway to determine what effects the project might cause if it was constructed.

WSAFCA and their Federal partner in the EIS/EIR process, the U.S. Army Corps of Engineers, invite you to a scoping meeting to learn about and provide input on the proposed project and the content of the EIS/EIR. Scoping is a process used to inform the public of a proposed activity and provide an opportunity for you to give input on the range of alternatives, environmental effects and any issues of concern. The purposes for scoping are to share information, pose questions and reveal problems early in the environmental studies. Both scoping meetings have the same agenda and topics. A presentation about the project will be given 30 minutes after each meeting begins.

**Date: Thursday, September 15, 2011**

**Time:** First meeting is from **3:30 to 5:30 p.m.**  
Second meeting is from **6:30 to 8:30 p.m.**

**Place: West Sacramento Recreation Center  
Community Room  
2801 Jefferson Boulevard  
West Sacramento**



If you cannot attend the meetings, you can learn more by visiting <http://www.cityofwestsacramento.org/city/flood/>. In addition to providing your input at one of the meetings, you can send written comments to: Megan Smith, Project Manager, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814 **or** to Mr. John Suazo, U.S. Army Corps of Engineers, Sacramento District, Attn: Planning Division (CESPK-PD-R), 1325 J Street, Sacramento, CA 95814.

**You can also email comments to:**  
[southportcomments@icfi.com](mailto:southportcomments@icfi.com) **or** [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)

Comments will be accepted from August 26, 2011 through September 26, 2011.



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## September 15 Environmental Scoping Meeting for Southport Levee Improvement Project

Posted on **September 1, 2011**



**West Sacramento Area Flood Control Agency (WSAFCA) and the U.S. Army Corps of Engineers** are hosting two public scoping meetings for residents to learn about

**levee improvements** in the Southport area of West Sacramento.

The two meetings will be held on Thursday, September 15th from 3:30 to 5:30 p.m. and 6:30 to 8:30 p.m. Both meetings will cover the same agenda and topics.

The project team will present three project alternatives and provide an opportunity for residents to learn about the Environmental Impact Study/Environmental Impact Report (EIS/EIR), provide input on the alternative and hear about the next steps involved in the project.

An EIS/EIR is currently underway to determine what effects the levee improvement alternatives may have if constructed. Scoping is the state-mandated process used to inform the public of a proposed project. This

process also provides an opportunity for the public to ask questions and provide input that will be included in the EIS/EIR.

The Southport Early Implementation Project (EIP) will improve nearly six miles of the Sacramento River South Levee. The project was selected for early implementation because construction can be accomplished on an accelerated timeline to promote public safety and meet stricter standards set forth by the federal government.

**What:** West Sacramento Southport Levee EIP EIS/EIR Scoping meetings

**When:** Thursday, September 15

First meeting: 3:30 to 5:30 p.m. – presentation at 4 p.m.

Second meeting: 6:30 to 8:30 p.m. – presentation at 7 p.m.

**Where:** West Sacramento Recreation Center

2801 Jefferson Boulevard

West Sacramento, CA 95691

**Highlights:**

- Learn about proposed levee alternatives
- Provide input
- Find out next steps
- Get information about the EIS/EIR

**Additional Info:**

For additional event details, please contact **Megan Smith** at **(916) 737-3000** or [southportcomments@icfi.com](mailto:southportcomments@icfi.com)

If you are unable to attend, you may learn more and submit comments by visiting [www.cityofwestsacramento.org/city/flood](http://www.cityofwestsacramento.org/city/flood). Public comments will be accepted until September 26, 2011.

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**From:** [City iLights](#)  
**To:** [Powderly, John](#)  
**Subject:** City iLights Update  
**Date:** Wednesday, September 07, 2011 11:03:16 AM  
**Attachments:** [cityilights24px.png](#)  
[facebook24px.png](#)  
[twitter24px.png](#)

---

Hello John Powderly,

City iLights Daily Update

Posted on 09/07/2011

1.) [September 15 Environmental Scoping Meeting for Southport Levee Improvement Project](#)

Thanks for your interest in the progress and events happening in the City of West Sacramento!



Notice of Preparation of an Environmental Impact Statement/Environmental Impact Report for the Southport Sacramento River Early Implementation Project

West Sacramento Area Flood Control Agency (WSAFCA) is proposing to undertake the Southport Sacramento River Early Implementation Project. The project would implement flood risk-reduction measures along the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The project reach extends along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 6.4 miles to the South Cross Levee, protecting the Southport community of West Sacramento. The project would bring the levee up to standard with Federal and state flood protection criteria and provide opportunities for ecosystem restoration and public recreation. Comments solicited. The United States Army Corps of Engineers (USACE), acting as the Federal lead agency under the National Environmental Protection Act, and WSAFCA, acting as lead agency under the California Environmental Quality Act (CEQA), have determined that an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will be prepared for the project. As detailed in the CEQA Notice of Preparation that is available for review at <http://www.cityofwestsacramento.org/city/flood/>, USACE and WSAFCA request your input on the scope and content of the

EIS/EIR. All interested parties are invited to comment for a period of 30 days, beginning August 26, 2011. Please send comments no later than 5 p.m. on September 26, 2011, by email or standard mail to:

Ms. Megan Smith, Project Manager, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814, Email: [southportcomments@icfi.com](mailto:southportcomments@icfi.com),  
OR

Mr. John Suazo, U.S. Army Corps of Engineers, Sacramento District, Attn: Planning Division (CESPK-PD-R) 1325 J Street, Sacramento, CA 95814, Email: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil).

If commenting on behalf of a public agency or non-governmental organization, please include the name of a contact person.

Public meetings to be held. Members of the public may meet with lead agency representatives and provide written comments by attending one of two public scoping meetings to be held on September 15, 2011, at 3:30 p.m. and 6:30 p.m., at the West Sacramento Recreation Center, Community Room, 2801 Jefferson Blvd., West Sacramento, CA 95691.

Aug 24

West Sacramento Press  
8-24-11

**NOTICE OF PREPARATION  
OF AN ENVIRONMENTAL  
IMPACT STATEMENT/  
ENVIRONMENTAL IMPACT  
REPORT FOR THE  
SOUTHPORT  
SACRAMENTO RIVER  
EARLY IMPLEMENTATION  
PROJECT**

West Sacramento Area Flood Control Agency (WSAFCA) is proposing to undertake the Southport Sacramento River Early Implementation Project. The project would implement flood risk-reduction measures along the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The project reach extends along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 6.4 miles to the South Cross Levee, protecting the Southport community of West Sacramento. The project would bring the levee up to standard with Federal

and state flood protection criteria and provide opportunities for ecosystem restoration and public recreation.

**Comments solicited.** The United States Army Corps of Engineers (USACE), acting as the Federal lead agency under the National Environmental Protection Act, and WSAFCA, acting as lead agency under the California Environmental Quality Act (CEQA), have determined that an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will be prepared for the project. As detailed in the CEQA Notice of Preparation that is available for review at <http://www.cityofwestsacramento.org/city/flood/>, USACE and WSAFCA request your input on the scope and content of the EIS/EIR. All interested parties are invited to comment for a period of 30 days, beginning August 26, 2011. Please send comments no later than 5 p.m. on September 26, 2011, by email or standard mail to:

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Mr. John Suazo, U.S. Army Corps of Engineers, Sacramento District, Attn: Planning Division (CESPK-PD-R) 1325 J Street, Sacramento, CA 95814, Email: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil).

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**Public meetings to be held.** Members of the public may meet with lead agency representatives and provide written comments by attending one of two public scoping meetings to be held on September 15, 2011, at 3:30 p.m. and 6:30 p.m., at the West Sacramento Recreation Center, Community Room, 2801 Jefferson Blvd., West Sacramento, CA 95691.

au24

## NO 480 PUBLIC NOTICE

### **Notice of Preparation of an Environmental Impact Statement/ Environmental Impact Report for the Southport Sacramento River Early Implementation Project**

West Sacramento Area Flood Control Agency (WSAFCA) is proposing to undertake the Southport Sacramento River Early Implementation Project. The project would implement flood risk-reduction measures along the Sacramento River South Levee in the city of West Sacramento, Yolo County, California. The project reach extends along the right (west) bank of the Sacramento River south of the Barge Canal downstream approximately 6.4 miles to the South Cross Levee, protecting the Southport community of West Sacramento. The project would bring the levee up to standard with Federal and state flood protection criteria and provide opportunities for ecosystem restoration and public recreation.

**Comments solicited.** The United States Army Corps of Engineers (USACE), acting as the Federal lead agency under the National Environmental Protection Act, and WSAFCA, acting as lead agency under the California Environmental Quality Act (CEQA), have determined that an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will be prepared for the project. As detailed in the CEQA Notice of Preparation that is available for review at <http://www.cityofwestsacramento.org/city/flood/>, USACE and WSAFCA request your input on the scope and content of the EIS/EIR. All interested parties are invited to comment for a period of 30 days, beginning August 26, 2011. Please send comments no later than 5 p.m. on September 26, 2011, by email or standard mail to:

Ms. Megan Smith, Project Manager, ICF International, 630 K Street, Suite 400, Sacramento, CA 95814, Email: [southportcomments@icfi.com](mailto:southportcomments@icfi.com), OR

Mr. John Suazo, U.S. Army Corps of Engineers, Sacramento District, Attn: Planning Division (CESPK-PDR) 1325 J Street, Sacramento, CA 95814, Email: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil).

If commenting on behalf of a public agency or non-governmental organization, please include the name of a contact person.

**Public meetings to be held.** Members of the public may meet with lead agency representatives and provide written comments by attending one of two public scoping meetings to be held on September 15, 2011, at 3:30 p.m. and 6:30 p.m., at the West Sacramento Recreation Center, Community Room, 2801 Jefferson Blvd., West Sacramento, CA 95691.



**For Immediate Release**  
September 6, 2011

**Contact:** Lindsey Simoncic, Crocker & Crocker  
(916) 205-4374

## **September 15 Environmental Scoping Meeting for Southport Levee Improvement Project**

### **West Sacramento Residents Invited to Provide Input on Alternatives**

**West Sacramento, Calif.-** West Sacramento Area Flood Control Agency (WSAFCA) and the U.S. Army Corps of Engineers are hosting two public scoping meetings for residents to learn about levee improvements in the Southport area of West Sacramento. The two meetings will be held on Thursday, September 15 from 3:30 to 5:30 p.m. and 6:30 to 8:30 p.m. Both meetings will cover the same agenda and topics.

The project team will present three project alternatives and provide an opportunity for residents to learn about the Environmental Impact Study/Environmental Impact Report (EIS/EIR), provide input on the alternatives and hear about the next steps involved in the project.

An EIS/EIR is currently underway to determine what effects the levee improvement alternatives may have if constructed. Scoping is the state-mandated process used to inform the public of a proposed project. This process also provides an opportunity for the public to ask questions and provide input that will be included in the EIS/EIR.

The Southport Early Implementation Project (EIP) will improve nearly six miles of the Sacramento River South Levee. The project was selected for early implementation because construction can be accomplished on an accelerated timeline to promote public safety and meet stricter standards set forth by the federal government.

**What** West Sacramento Southport Levee EIP EIS/EIR Scoping meetings  
**When** Thursday, September 15

First meeting: 3:30 to 5:30 p.m. – presentation at 4 p.m.  
Second meeting: 6:30 to 8:30 p.m. – presentation at 7 p.m.

**Where** West Sacramento Recreation Center  
2801 Jefferson Boulevard  
West Sacramento, CA 95691

- Highlights**
- Learn about proposed levee alternatives
  - Get information about the EIS/EIR
  - Provide input
  - Find out next steps

**Additional Info** For additional event details, please contact Megan Smith at (916) 737-3000 or southportcomments@icfi.com

If you are **unable to attend**, you may **learn more** and **submit comments** by **visiting** [www.cityofwestsacramento.org/city/flood](http://www.cityofwestsacramento.org/city/flood). Comments will be accepted from August 26 to September 26, 2011.

# Trees - not bad for levees after all

By Carol Bogart  
EDITOR

Trees or no trees? The Army Corps of Engineers' "vegetation policy" for levees has been a moving target.

When West Sac upgraded the levee by CalSTRS and the I-Street Bridge to conform to post-Hurricane Katrina FEMA standards, it installed a 'slurry' (soil-bentonite mix) wall down through 500 feet of levee, said city officials at the time.

Prior to the fix, according to federal documents, it, and much of the rest of the city's 50+ miles of levee system, could not be certified for even a 100 year flood event (a serious flood that has a 1 percent chance of happening in any given year), let alone provide the 200-year-flood protection the State of California now requires in urban areas.

On the I-Street levee, the Corps wouldn't allow anything growing on its re-graded slopes except grass. Tearing out existing vegetation, which, according to Michael Bessette, West Sacramento Flood Protection Manager, included few trees, nonetheless, "added \$120,000 to the project."

When big trees designated 'heritage' trees based on the diameter of their trunks are taken out, money has to go in a mitigation bank to buy new trees to be planted elsewhere. Southport, for example, got a lot of new saplings (15-gallon size trees) planted near housing developments such as Bridgeway Island as 'mitigation' for trees West Sac lost when the connection to Sacramento's waste water treatment plant went in, said West Sac Urban Forest Manager Dena Kirtley.

It will be awhile before such trees are big enough to support such things as hawk's nests.

When the I-Street levee was upgraded, and until a not-yet-released Corps study favorable to trees becomes official policy, it was suspected that trees and their roots weaken levees. The roots, it was suspected, were a pathway for leaks.

The Environmental Impact Report for the state's proposed site in Broderick for a new Indian Museum found that the stretch of the levee (not scheduled for upgrading) between the I Street levee upgrade and the stretch being fixed

behind The Rivers - leaks under and through it and is too short.

Right now, the levee work behind The Rivers housing development in Broderick has resulted in removing trees - 37 of them, Bessette confirms - adding "a couple hundred thousand dollars" to the cost of the levee repairs," he told the Bee, and

costing the endangered Swainson's Hawk important habitat.

The Corps' "trees" study, according to the recent story in the Sacramento Bee, found that contrary to the view that tree roots were a path for levee seepage, in fact, tree roots help hold levee dirt in place.

As yet undetermined, though, is

whether roots contribute to erosion from passing water. Also, trees at the top of levees may be a risk to levees if they topple in a wind storm, the study said.

Future levee work in Southport,

See TREES page 3

# Sept. 1 been a

By Carol Bogart  
EDITOR

Last week, researchers announced a break through in treatments for victims in the event of a terrorist chemical attack.

Here? In America? On our own soil?

Now we know.

Yes.

Such an attack can happen.

Efforts to prevent future attacks have included intense study of 9-11 itself.

At UC Davis, experts on al-Qaida and Osama bin Laden include UC Davis religious studies professor Flagg Miller who has studied al-Qaida's ideology before and after 9/11, as well as Osama bin Laden's leadership and the impact of his death on

# Fall cl

By Carol Bogart  
EDITOR

Got big stuff like tires you want to get rid of?

West Sac's fall Bulky Waste Drop-off event is scheduled for Sept. 21-24 at 540 Harbor Blvd., said West Sacramento Refuse & Recycling Division spokeswoman Paulina Rosenthal in a press release.

The event is free. Waste car

# Feds give Yolo Fo

By Carol Bogart  
EDITOR

WOODLAND, CA - Wednesday, August 31st Congressman Mike Thompson (CA-1) on Aug. 31 met with representatives from the Food Bank of Yolo, the local Farm Service Agency, and neigh

# Yolo is loaded with Magpies!

By Carol Bogart  
EDITOR

Think you see a lot of magpies in West Sac? Big flocks of them even?

Yep, you do.

Yolo County scored second only to Sacramento County when Yellow-billed Magpies were surveyed earlier this year.

Yellow-billed Magpies were observed in 24 of California's 58 counties during the recent volunteer survey sponsored by Audubon California to help support the conservation of this dynamic species, said Audubon California spokesman Garrison Frost in a press release. The survey - held June 3-6 - was the third annual effort to rally birders all around the state to venture outside in search of the Yellow-billed Magpie.

"In a lot of ways this survey is a great celebration of this California bird," said Andrea Jones, Audubon California's director of Important Bird Areas. "Even though the rain made the birds hard to find, we had more people out in the field than ever before, and even added two additional counties over last year."

About 260 volunteers submitted checklists to the survey this year, more than double the number of the first survey in 2009, Frost said. "Given that many people worked in teams, about 500 people in total participated," he added.

Popular among birders and compelling for conservationists, the Yellow-billed Magpie



PHOTO BY SONNY MENCHER

Yellow-billed Magpie photographed at the Yolo Bypass Wildlife Area during Audubon California's recent magpie count. The bird is rare elsewhere, but abundant in Yolo and Sacramento Counties.

lives only in California's Central Valley and Coastal Ranges, and may be may experiencing a comeback after major declines due to habitat loss, West Nile Virus and pesticide use, said Frost. Voters in an online poll named the Yellow-billed Magpie Audubon California's Bird of the Year for

2009, he said.

Volunteers in the June survey counted 3,200 birds across 24 counties (up from 18 counties in 2009), with the most birds counted in Sacramento, Yolo, and San Luis Obispo counties., Frost reported.

See MAGPIES page 3

## WHAT'S

INSIDE

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ABOUT TOWN . . . . .2

# Alcohol at the West Sac pool?

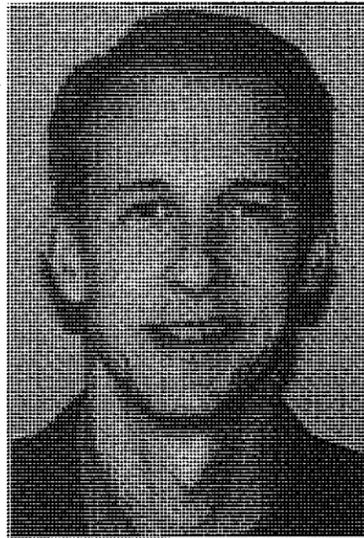
By Carol Bogart  
EDITOR

located on school district property.

Learning that the cancellation

# LEVEES

Continued from Page 1



**Michael Bessette**  
West Sac Flood Manager

according to the Bee, “puts thousands of trees at risk.”

The tree study, the Bee reported, is currently undergoing internal technical review at the Corps. The levee tree research included ground penetrating radar and other tools at various levee locations, including Sacramento.

Meantime, Bessette is scheduled to make a presentation to the West Sac Chamber of Commerce from 11:45 a.m. - 1:30 p.m. Sept 15.

The West Sac Press asked Bessette to share with readers what he plans to say. The following is what he sent us:

“Levee construction is underway throughout West Sacramento on four separate projects and planning for future levee improvements in Southport is moving forward.

“In the north area of the city, the West Sacramento Area Flood Control Agency (WSAFCA) is managing two levee improvement projects: the CHP Academy and the Rivers Early Implementation Projects.

“The US Army Corps of Engineers (Corps) is also in charge of two (other) levee improvements, a slip repair of the Yolo Bypass levee north of Interstate 80 (EDITOR: According to the Federal Register, the levee was ‘bulging’

due to high water in 2006) and a new setback levee along the Sacramento River in the Southport area just south of Stone Locks.

“The projects under construction, combined with two projects already completed (the I Street Early Implementation Project and the first Yolo Bypass slip repair), will improve over three miles of levees to meet current 200-year flood standards.

“WSAFCA is presently studying the next Early Implementation Project (EIP), called the Southport Sacramento River EIP.

“At six miles (in length), the Southport EIP would improve the largest portion of the city’s levees to date. Currently in the design phase, various levee alternatives are being examined by WSAFCA that include different kinds of levee treatments, including in-place repair, adjacent levee repair, setback levees, and seepage barriers.

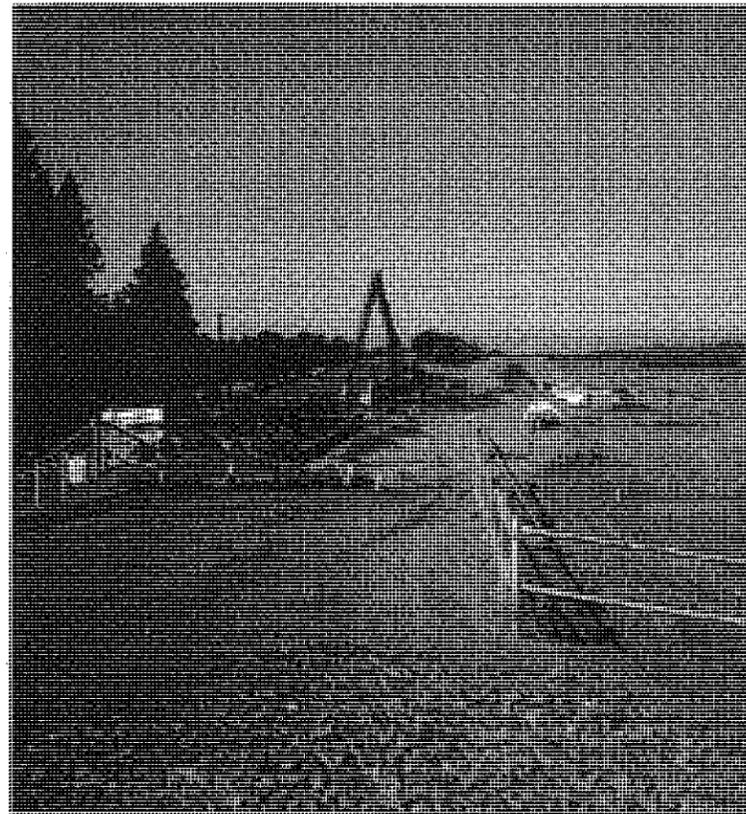
“The final design is likely to include a combination of these different methods for reducing flood risks.

“WSAFCA’s state partner, the Department of Water Resources (DWR), may offer incentives for setback levees in exchange for environmental restoration (EDITOR: ie: leaving trees and other vegetation on the existing levee undisturbed).

“However,” said Bessette, “the city will not implement setbacks in areas where it does not make sense to do so after considering all issues and impacts related to development, operation and maintenance.

“Recently, WSAFCA held a meeting with South River Road residents located between Davis Road and Gregory Avenue, where preliminary design studies indicate feasible approaches to levee improvements may affect existing homes.”

The objective of the meeting, Bessette said, was to inform property owners of the city’s emerging levee concerns at the soonest time and begin to acquaint property owners with the real estate acquisition process. (EDITOR: If it’s determined that a setback levee best



COURTESY PHOTO

West Sac levee work by the CHP Academy as preparations are made to install a slurry wall. Before a slurry wall can be constructed in an existing levee, all vegetation must be removed. Thirty seven trees were torn out recently to prepare for installing a slurry wall in the levee behind The Rivers housing development in Broderick. At least one large tree removed was home to an endangered Swainson’s Hawk.

serves the public good, ie: the broader area is best protected from a catastrophic flood by leaving existing trees in place and putting in a new levee further back from the river, – under eminent domain, the city has the right to remove ‘obstructions’ (houses) in the way of that ‘infrastructure’ (the setback levee), paying homeowners ‘fair market value for their homes.)

“After WSAFCA has selected a Preferred Project alternative,” said Bessette, “the city will engage in formal real estate acquisition proceedings with owners whose properties would be affected by the project.”

“WSAFCA’s goal is to settle all real estate acquisitions with the best

possible outcome for all parties involved.”

Bessette said that Ken Ruzich, WSAFCA General Manager and General Manager of Reclamation District 900, when asked about the meeting with property owners, Ruzich told him, “We understand how serious and sensitive this issue is for property owners along South River Road and we do not take that fact lightly.

“We are in a situation where we have to provide the highest level of flood protection as quickly and completely as possible for the entire city. Unfortunately, benefits to the whole city may come with unavoidable impacts to a few. We’re working diligently to achieve the greatest

public benefit with the least private injury.”

Bessette said WSAFCA and the Corps are hosting two public meetings on Sept. 15: 3:30 to 5:30 p.m. and 6:30 to 8:30 p.m. “The project team will present study alternatives and provide an opportunity for residents to learn about the Environmental Impact Study/Environmental Impact Report (EIS/EIR), and provide input on scope of investigations conducted to prepare the EIS/EIR,” he said. “Residents may also submit written comments by visiting [www.cityofwestsacramento.org/city/flood](http://www.cityofwestsacramento.org/city/flood). Comments will be accepted until Sept. 26. He added, “The Sacramento Bee published an article on Aug. 27 that reported possible changes in the USACE regulations about vegetation on levees. These changes illustrate the dynamic regulatory circumstances that govern the improvement, maintenance and funding of levees.

“WSAFCA is coordinating actively with (the Corps) so that changes in the federal guidance are integrated into WSAFCA’s program. Wherever possible, WSAFCA’s Early Implementation Program seeks to avoid or minimize the loss of trees and other important environmental and community assets.

“While the completed I Street EIP and two EIPs under construction this year required removal of trees in order to construct the levee improvements and also to comply with levee regulations, WSAFCA was able to mitigate and will continue to mitigate the loss of trees by creating and enhancing landscapes and open spaces within the city that directly benefit the community.” (EDITOR: If not the hawks.)

Bessette said West Sac “continues to coordinate with the Federal Emergency Management Agency (FEMA) on changes to the National Flood Insurance Program (NFIP) and West Sacramento’s next flood zone designation.

“The city is presently mapped as a FEMA Zone ‘X.’” (EDITOR: An

‘X’ designation means that cities so-designated must engage in flood protection ‘outreach’ programs, such as informing citizens how to obtain flood insurance, but does not impact such things as whether developers have to build houses on stilts to keep them above the flood plain.) “Last year,” Bessette continued, “FEMA suspended the national flood zone re-mapping process to revise the agency’s protocol for modeling flood plains. FEMA continues to work on the computer modeling protocol and intends to solicit public input on a new draft model sometime between the end of this year and early in 2012.

“For now, the city’s Zone ‘X’ mapping will remain and city staff will continue to closely monitor and coordinate with FEMA. City staff is also engaged in Congressional reauthorization of the NFIP with changes to FEMA Flood Zone regulations, many of which have been proposed by the city of West Sacramento. (EDITOR: Unless levees in low lying areas such as Southport meet present-day flood protection standards, without FEMA-certification, Federal Emergency Management Agency rezoning could mean a designation on flood maps that makes flood insurance premiums costly. If consumers avoid houses with high flood insurance premiums, developers won’t build them. Many experts on the economy, both national and local, say the key to America’s economic recovery is recovery in the housing market.)

Bessette said, “West Sacramento’s efforts to improve the city’s flood protection are advancing on several fronts at the same time. Flood risk reduction is the Number 1 Priority of ongoing work to improve regulations; study; design; fund and build levee improvements. Along the way, WSAFCA is dedicated to minimizing harm to private property owners and the environment, and delivering benefits to the community that complements the primary objective of flood protection.”



## Appendix B Public Meeting Materials

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Appendix B contains copies of the following materials:

	On Page
Display boards .....	32
Power Point presentation .....	60
Fact sheet .....	69
Comment card .....	71





# Program & Project Overview



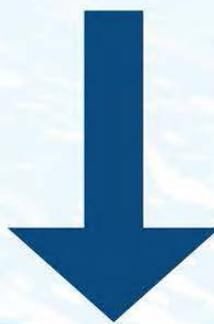
# Potential Measures



# Environmental Considerations

# Comments?

Thank you for your interest in  
this public safety project.  
Please provide us with your  
input on the content of the  
Environmental Impact Statement/  
Environmental Impact Report here.





Welcome to the  
Southport Sacramento River  
Early Implementation Project  
Public Scoping Meeting

September 15, 2011

# West Sacramento Levee Improvements Program Purpose & the Southport Sacramento River Early Implementation Project

In 2007 the West Sacramento Area Flood Control Agency (WSAFA) initiated the West Sacramento Levee Improvements Program (WSLIP) to reduce the risk of a catastrophic flood event in West Sacramento. The City of West Sacramento, as part of WSAFA, and in collaboration with the California Department of Water Resources, embarked on a comprehensive evaluation of the levees protecting West Sacramento to determine deficiencies and develop treatment measures. As the agency with authority over alterations to Federal levees, the U.S. Army Corps of Engineers (USACE) will act as the lead agency as it relates to the Federal environmental review process. Based on findings of the levee evaluation, the objectives of the WSLIP are to:

- achieve a minimum of “200-year” level of flood protection for the City of West Sacramento in line with Federal and state flood protection criteria;
- construct levee improvements as soon as possible to reduce flood risk;
- construct levee improvements that are politically, socially, and environmentally acceptable; and
- provide recreational and open space elements for the city that are compatible with flood improvement measures.

Since 2007, three Early Implementation Projects (EIP) have been initiated within the WSLIP boundary. An EIP is a project that is implemented in advance of the overall WSLIP construction in order to address critical areas where the levee’s deficiency is well-defined and where appropriate measures to treat the levee are known. The three EIP sites initiated to-date are the I Street Bridge site (construction completed in 2008), the Rivers site (under construction) and the CHP Academy site (under construction).

Now, WSAFA is proposing a fourth EIP called the Southport Sacramento River EIP. Implementation of measures at this site will improve the levee that runs along the west bank of the Sacramento River (referred to as the Sacramento River South Levee) to enhance flood protection for the community of Southport. The EIP would improve approximately 6.4 miles of levee and would bring the levee up to Federal and state flood protection standards.

**West Sacramento Area Flood Control Agency (WSAFA)** is a Joint Powers Authority created in 1994 to coordinate planning and construction of flood protection facilities within its boundaries and to finance the local share of flood control projects. Member agencies of WSAFA are the City of West Sacramento, Reclamation District 900, and Reclamation District 537.

**The U.S. Army Corps of Engineers (USACE)** provides engineering services to the nation by planning, designing, building and operating water resources projects, including flood control projects on the Sacramento River. USACE is charged with oversight of alterations to Federal levees.



# How Did We Get Here?

Over the past decades, there have been several flood protection evaluations and improvements in the City of West Sacramento.

- 1986-1987:** Significant rainfall event occurs in Sacramento region; USACE recommends significant improvements for West Sacramento flood protection.
- 1987-1990:** City obtains Federal funding and authorization for two levee improvements.
- 1990-1993:** Sacramento Urban Levee Reconstruction Project completes building of stability berm along the Sacramento River in Southport. Costs were \$9 million; local share was \$800,000.
- 1994:** WSAFCA is created to coordinate, fund and construct major flood protection improvements.
- 1997:** Significant rainfall event occurs in Sacramento region and levees sustain damage.
- 1999-2002:** USACE's West Sacramento Project strengthened five miles of levees adjacent to the Sacramento and Yolo bypasses. Costs were approximately \$32.1 million; local share was \$3.6 million.
- 2005:** USACE issues new levee design standards.
- 2006:** State performs critical erosion repairs on three sites in West Sacramento.
- 2006:** WSAFCA, in collaboration with California Department of Water Resources, embark on comprehensive evaluation of levees.
- 2007:** WSAFCA proposes the WSLIP. This is a comprehensive program to bring the city's levees up to standard.
- 2007:** USACE constructs a seepage berm at Davis Road and South River Road under Public Law 84-99.
- 2008:** The I Street Bridge EIP is constructed under WSLIP after USACE approved Section 408 permission requested by WSAFCA. The Rivers and CHP Academy EIPs are proposed.
- 2009/2010:** Joint USACE & WSAFCA environmental public scoping meeting is held for the WSLIP, including The Rivers and CHP Academy EIPs. The WSLIP draft EIS/EIR is released.
- Winter 2010:** USACE begins construction on a setback levee project along the west bank of the Sacramento River south of the Stone Locks as part of the Sacramento River Bank Protection Project. Anticipated completion is fall 2012.
- Summer 2010:** WSAFCA and USACE begin planning the Southport Sacramento EIP.
- Mid-2011:** The Rivers and CHP Academy EIPs complete environmental review and are approved for construction. Construction on the two sites begins. The environmental review process starts for Southport Sacramento River EIP in August.

# West Sacramento Area Levee Projects

During the past 10 years, several key flood protection projects have been initiated or constructed by various government agencies or agency partnerships in the city of West Sacramento. Below is a list of projects that have been proposed, are in the planning stage, are under construction, or that have been constructed.

■ **I Street Bridge Site.** Construction of this EIP was completed in November 2008. The project consisted of a 475 foot-long slurry wall that is approximately 37 feet in depth. The slurry wall will protect from seepage, tree removals, and the reshaping of the levee. The project also involved removing vegetation according to the USACE standards, and relocating a major communications utility. The City's Riverwalk extension project commenced soon after construction was completed.

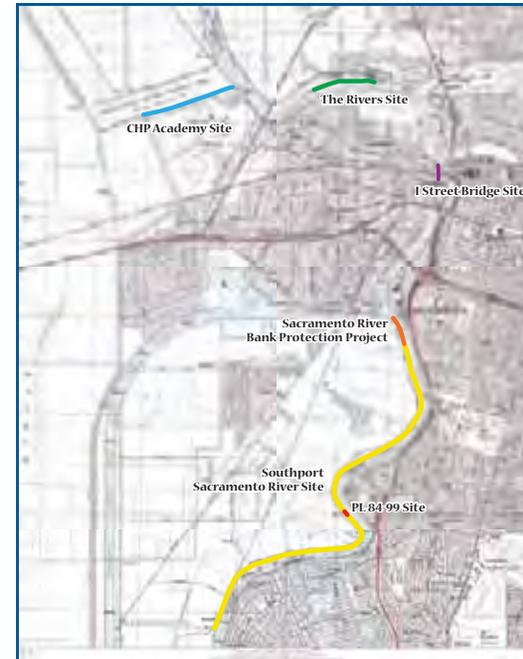
■ **CHP Academy Site.** Environmental approval for construction of this project was gained in mid-2011. This site is approximately 6,500 feet in length and is the levee that runs along the Sacramento Bypass. Deficiencies at this site concern through-seepage and levee geometry, along with areas of under-seepage and instability.

■ **The Rivers Site.** Environmental approval for construction of this project was gained in mid-2011. The Rivers EIP area is approximately 3,000 feet long and is located on the Sacramento River North Levee, just north of the confluence of the Sacramento and American rivers. Levee deficiencies at this site relate to geometry, stability, and under-seepage.

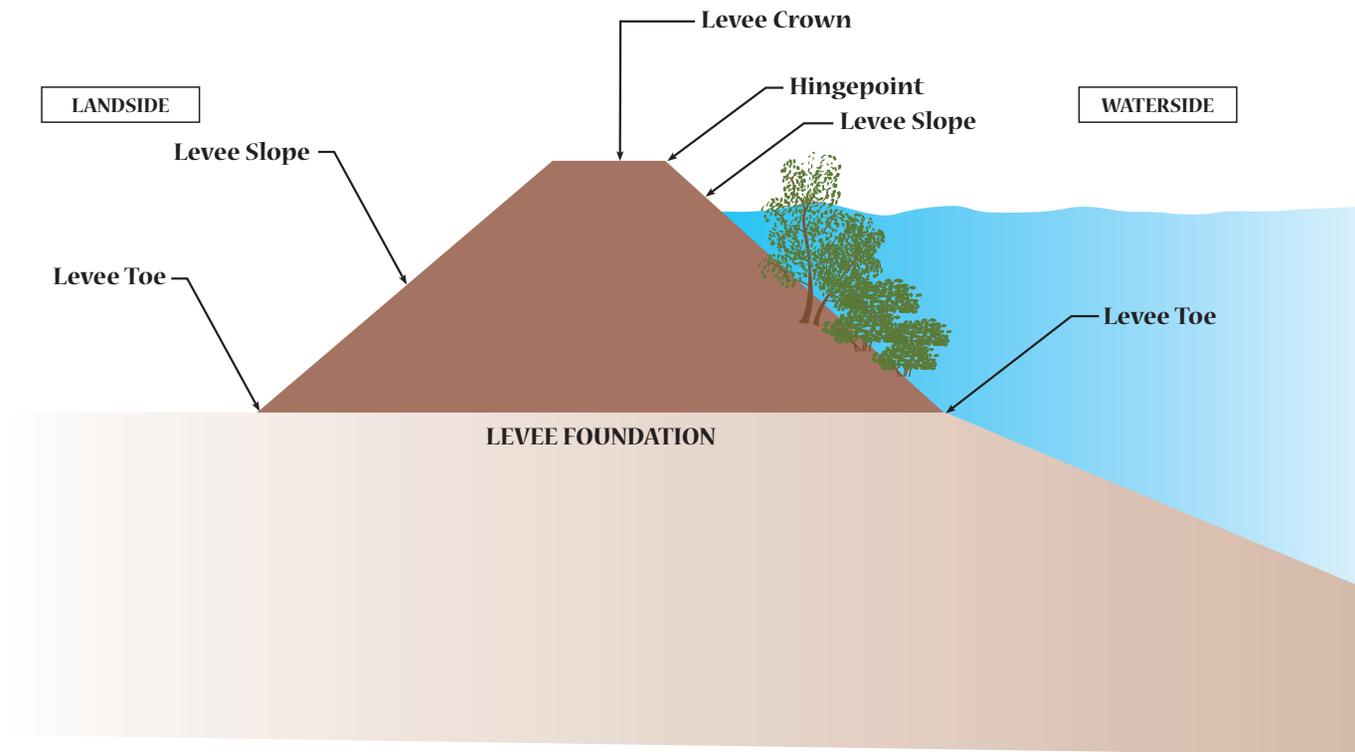
■ **Sacramento River Bank Protection Project.** Construction began in December 2010 on a setback levee project along the west bank of the Sacramento River in the Southport area, just south of the Stone Locks. This is a separate effort led not by WSAFCA, but by the USACE under the Sacramento River Bank Protection Project. The project is scheduled for completion in 2012.

■ **Southport Sacramento River Site.** This proposed site would be implemented to reduce the risk of flooding to the Southport community. Measures would be implemented along 6.4 miles of the levee along the west bank of the Sacramento River. This would bring the levee up to current Federal and state standards.

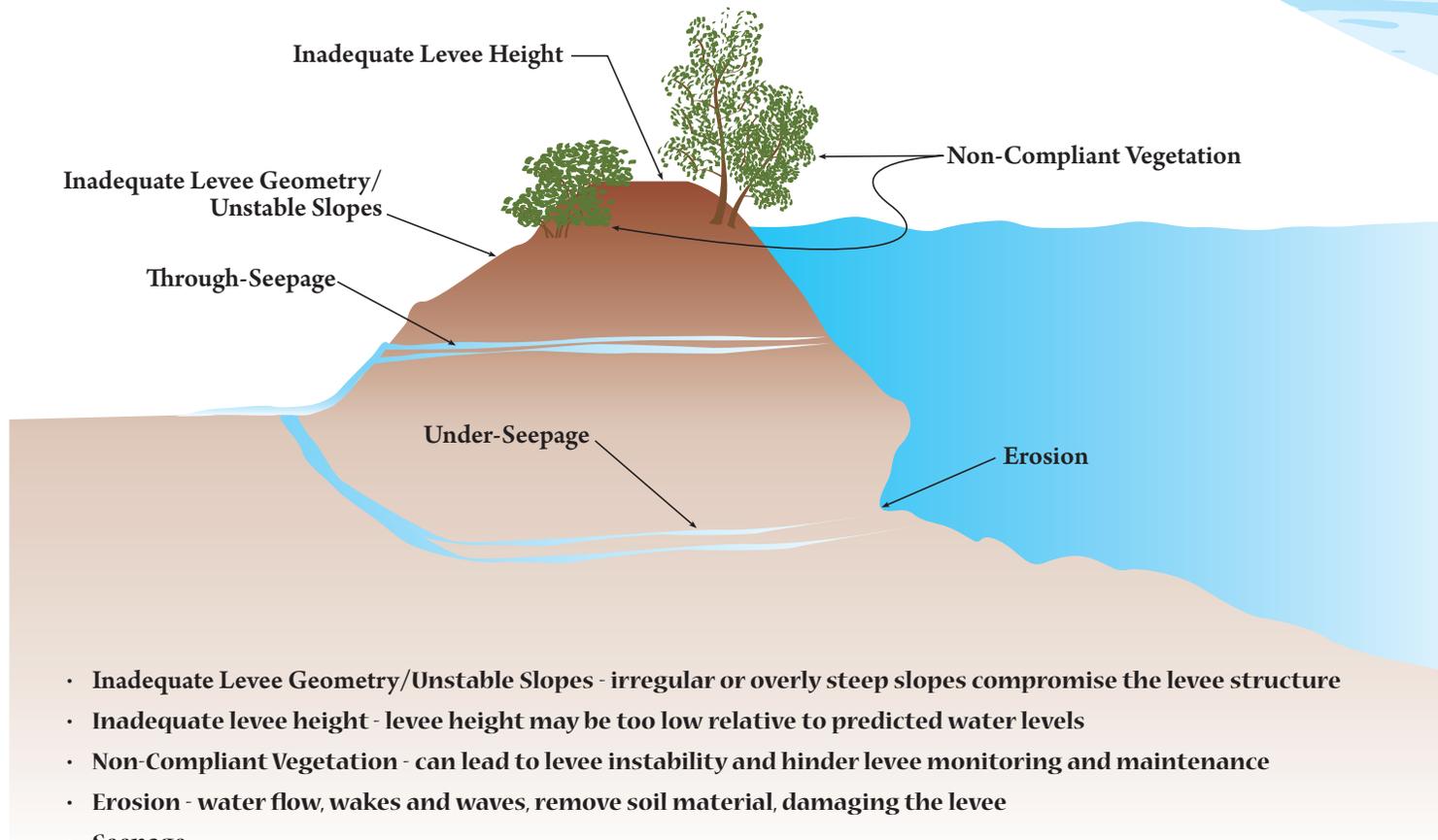
■ **Public Law 84-99.** USACE constructed a seepage berm at Davis Road in 2007 under PL 84-99. PL 84-99 establishes a fund for emergency response preparations for natural disasters. The seepage berm was constructed to fight boils caused by under-seepage.



# An "Inside Look" at a Levee



# Typical Levee Deficiencies



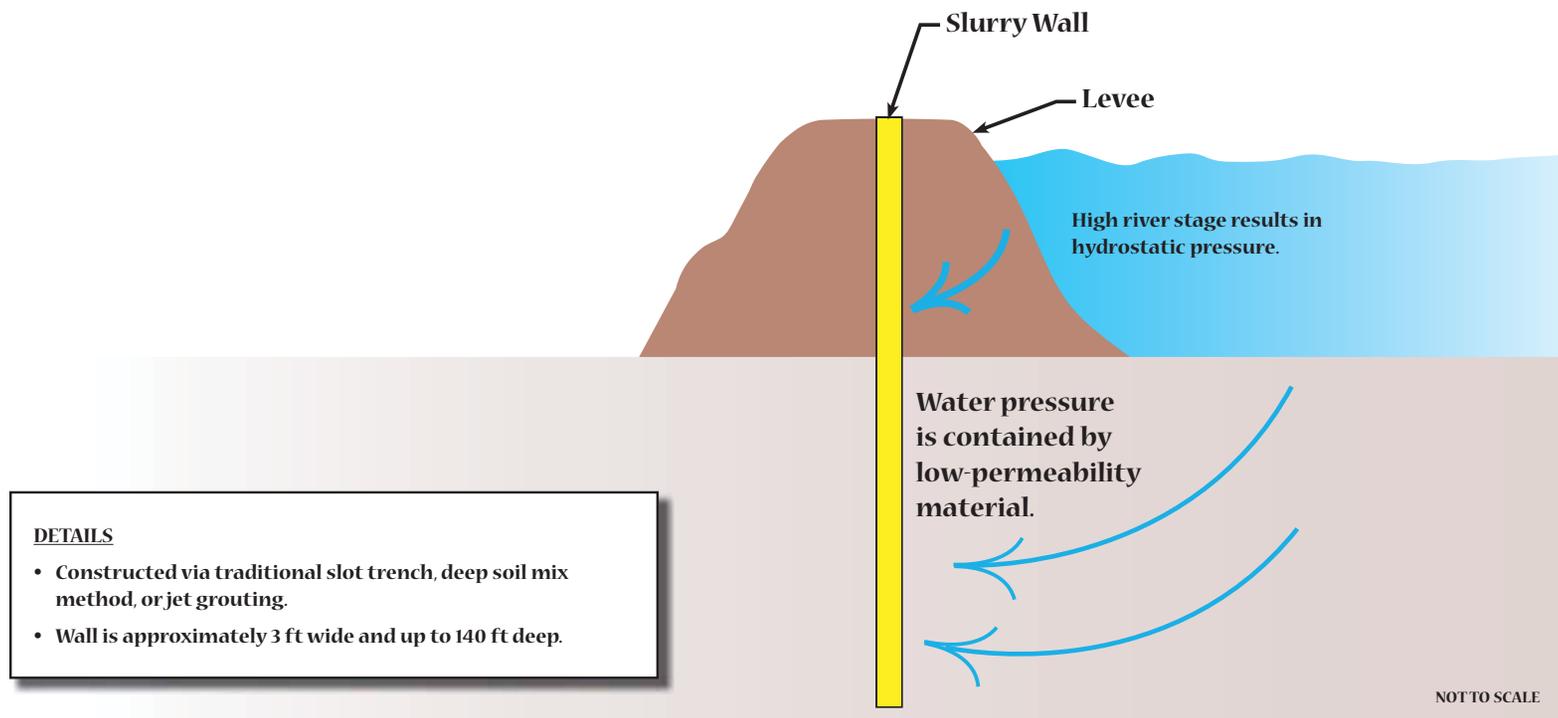


*South of Davis Road on South River Road looking southeast at the waterside slope of the levee, on which the Southport Sacramento River EIP is proposed to be implemented.*

# Slurry Cutoff Wall

## Concept:

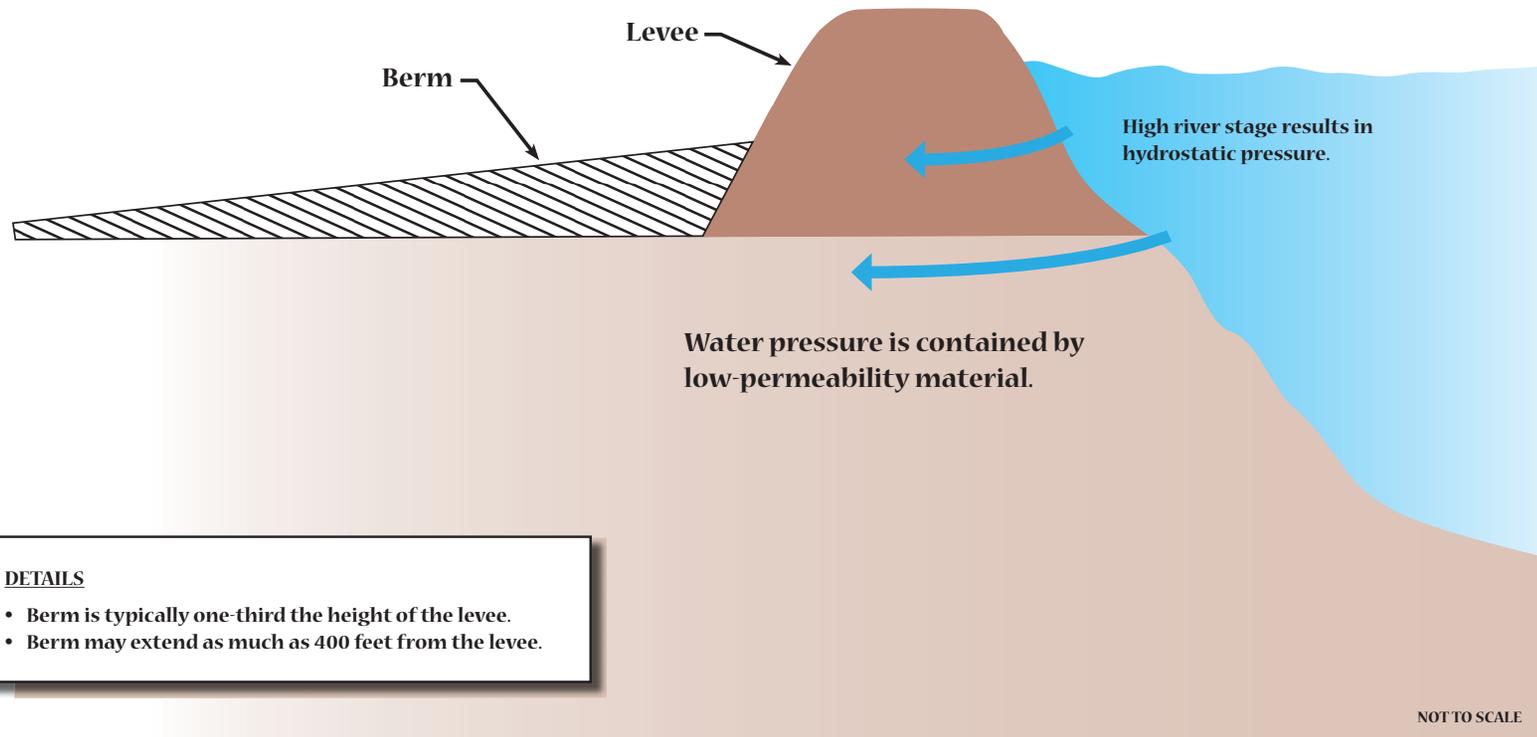
Water pressure is contained and dispersed by a low-permeability wall constructed within the levee cross section.



# Seepage Berm

## Concept:

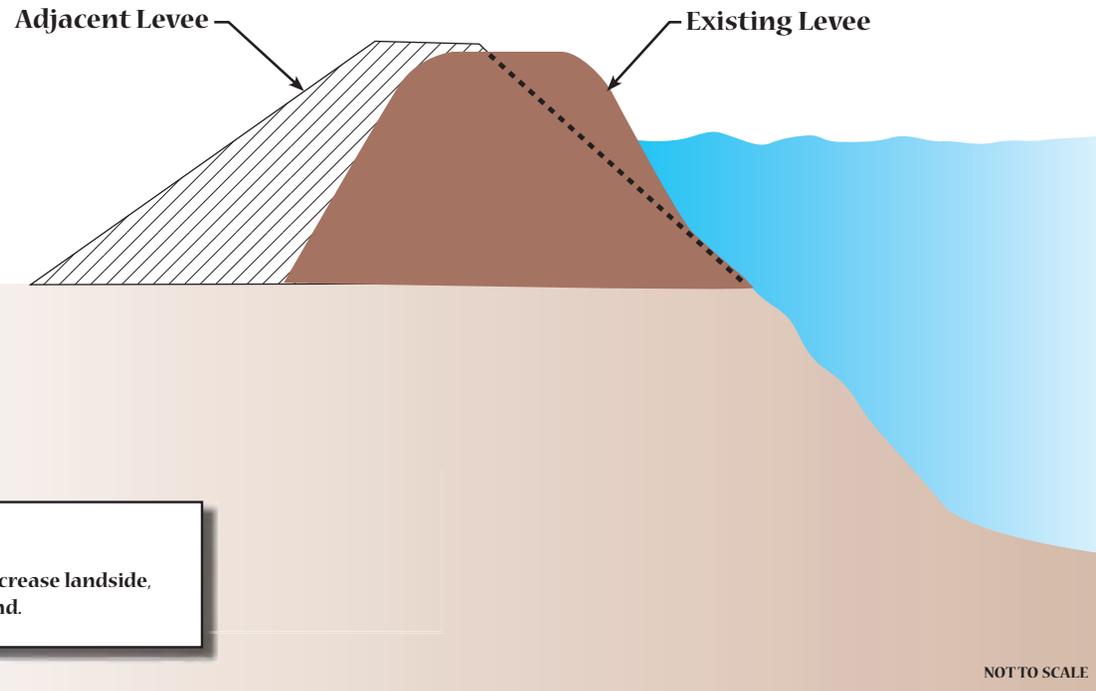
Water pressure is contained and dispersed by a thickened soil layer.



# Adjacent Levee

## Concept:

A new embankment strengthens the existing levee and enlarges the slopes.



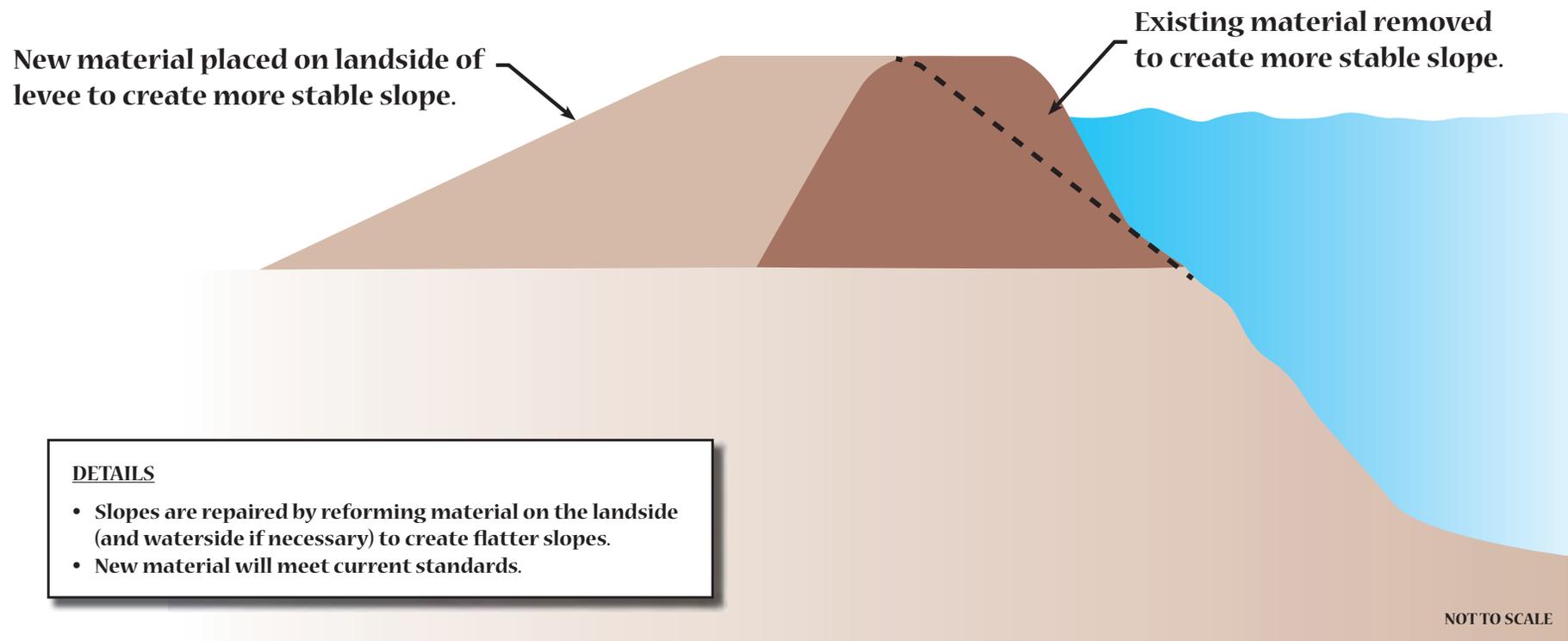
### DETAILS

- The crown of the levee would increase landside, with a 3:1 slope to existing ground.

# Slope Flattening

## Concept:

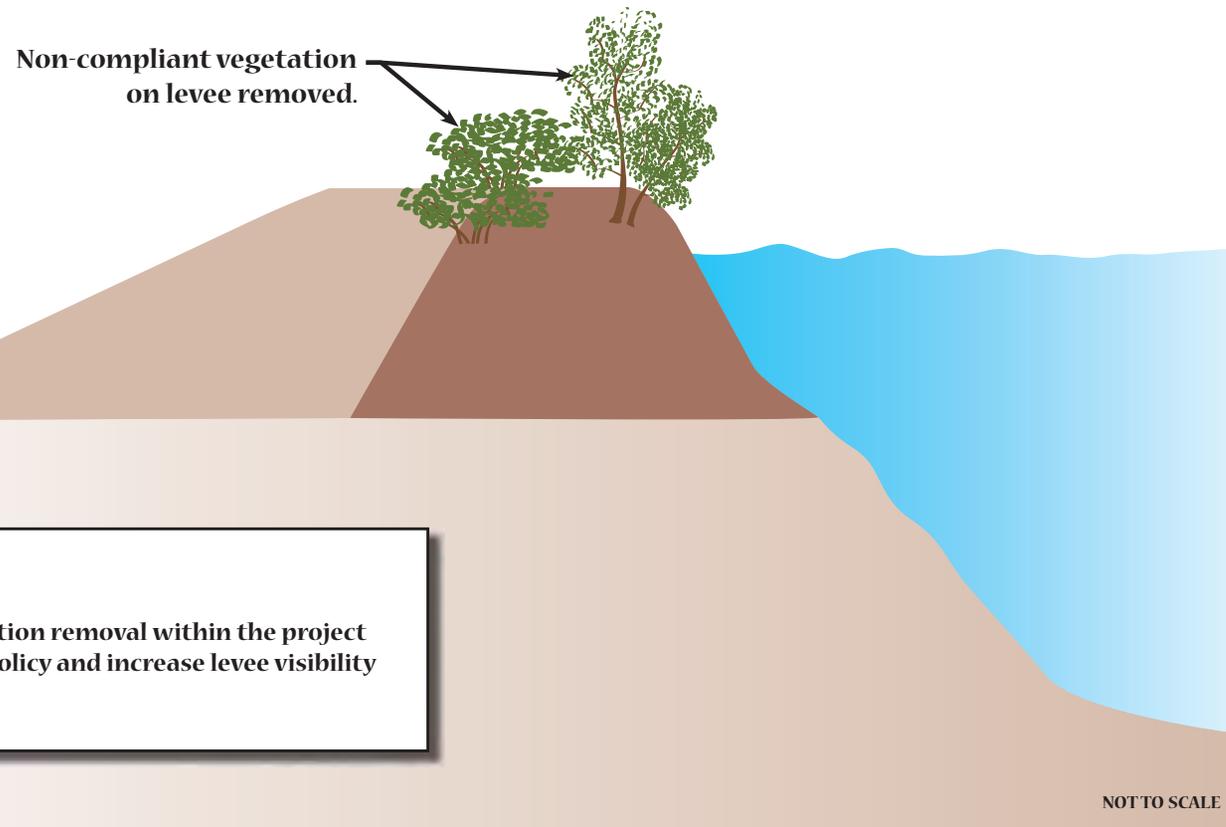
Flatter slopes are more stable and less susceptible to erosion.



# Vegetation Removal

## Concept:

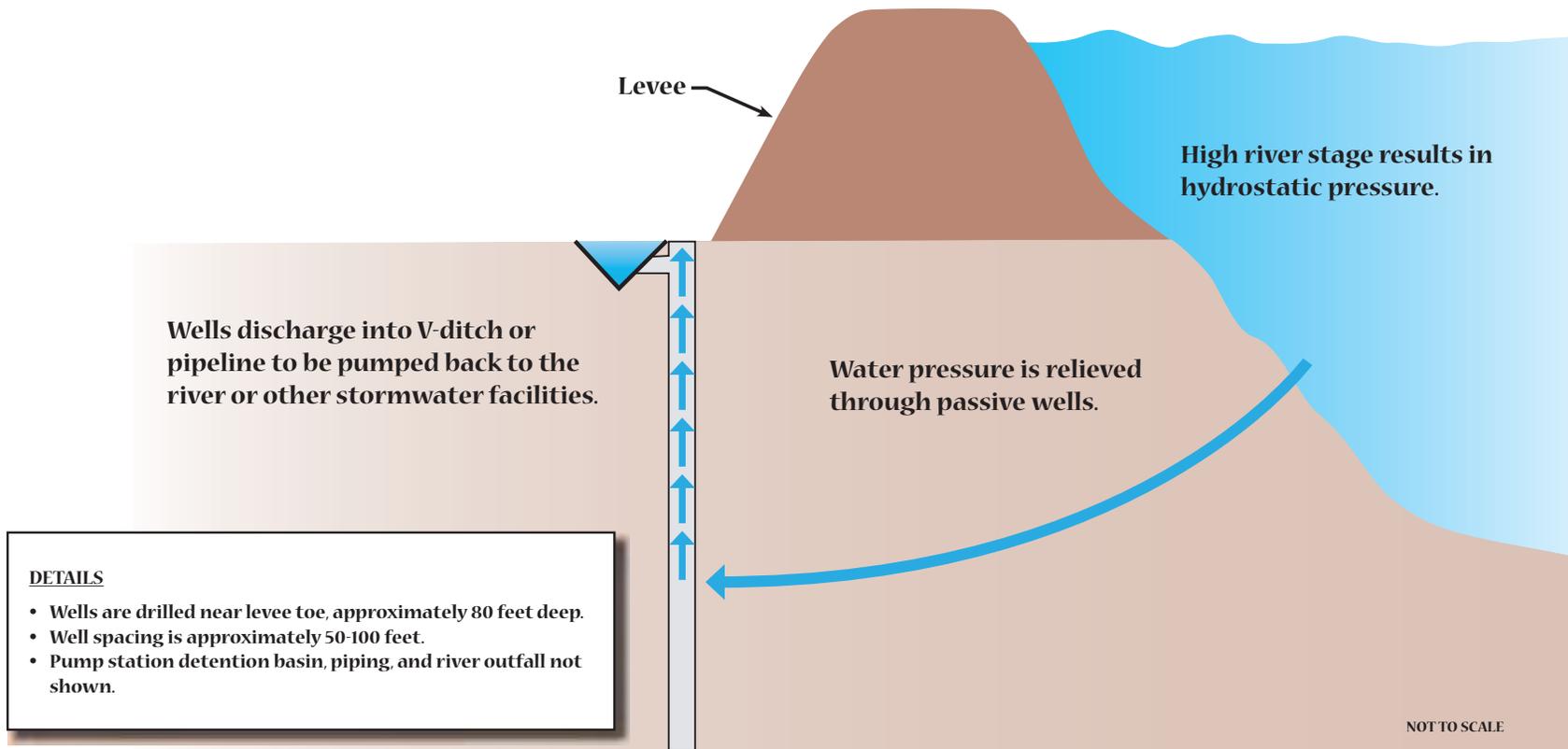
Non-compliant vegetation may inhibit levee maintenance and performance monitoring.



# Relief Wells

## Concept:

Water pressure is relieved via passive wells, which direct water discharge into a collection system.



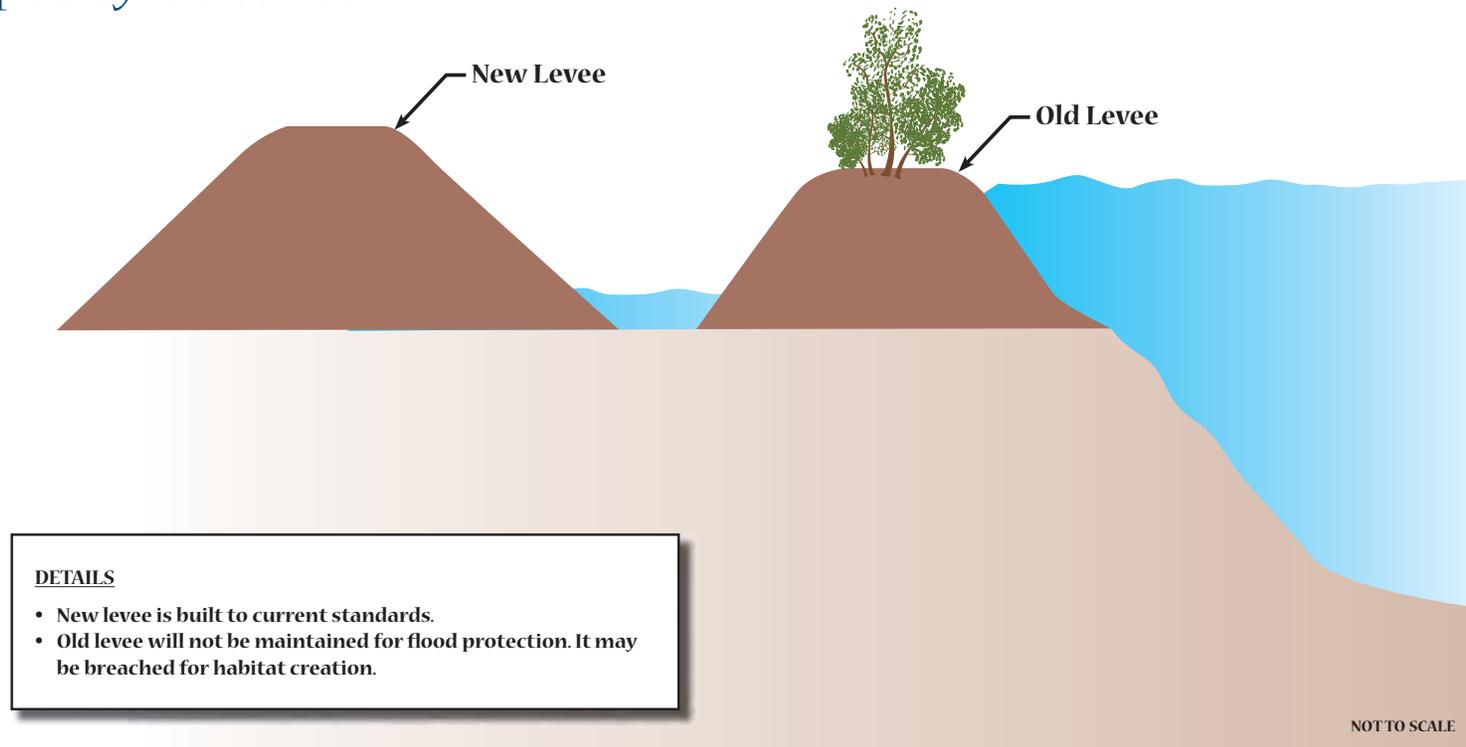
### DETAILS

- Wells are drilled near levee toe, approximately 80 feet deep.
- Well spacing is approximately 50-100 feet.
- Pump station detention basin, piping, and river outfall not shown.

# Setback Levee

## Concept:

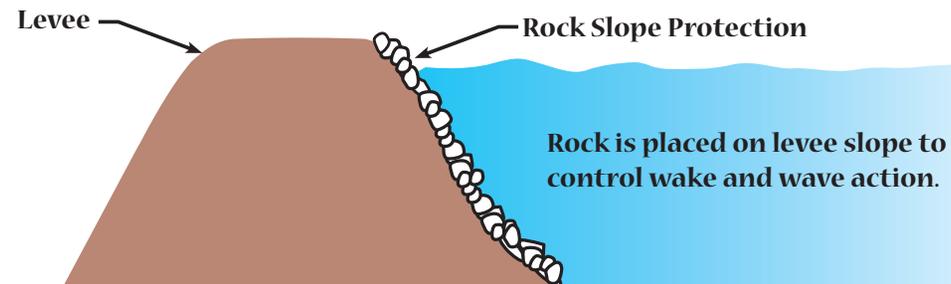
A new levee is built toward the landside of an existing levee where the existing levee is not readily repairable or where more flooding capacity is desired.



# Rock Slope Protection

## Concept:

Water-side erosion is prevented by placement of rock.

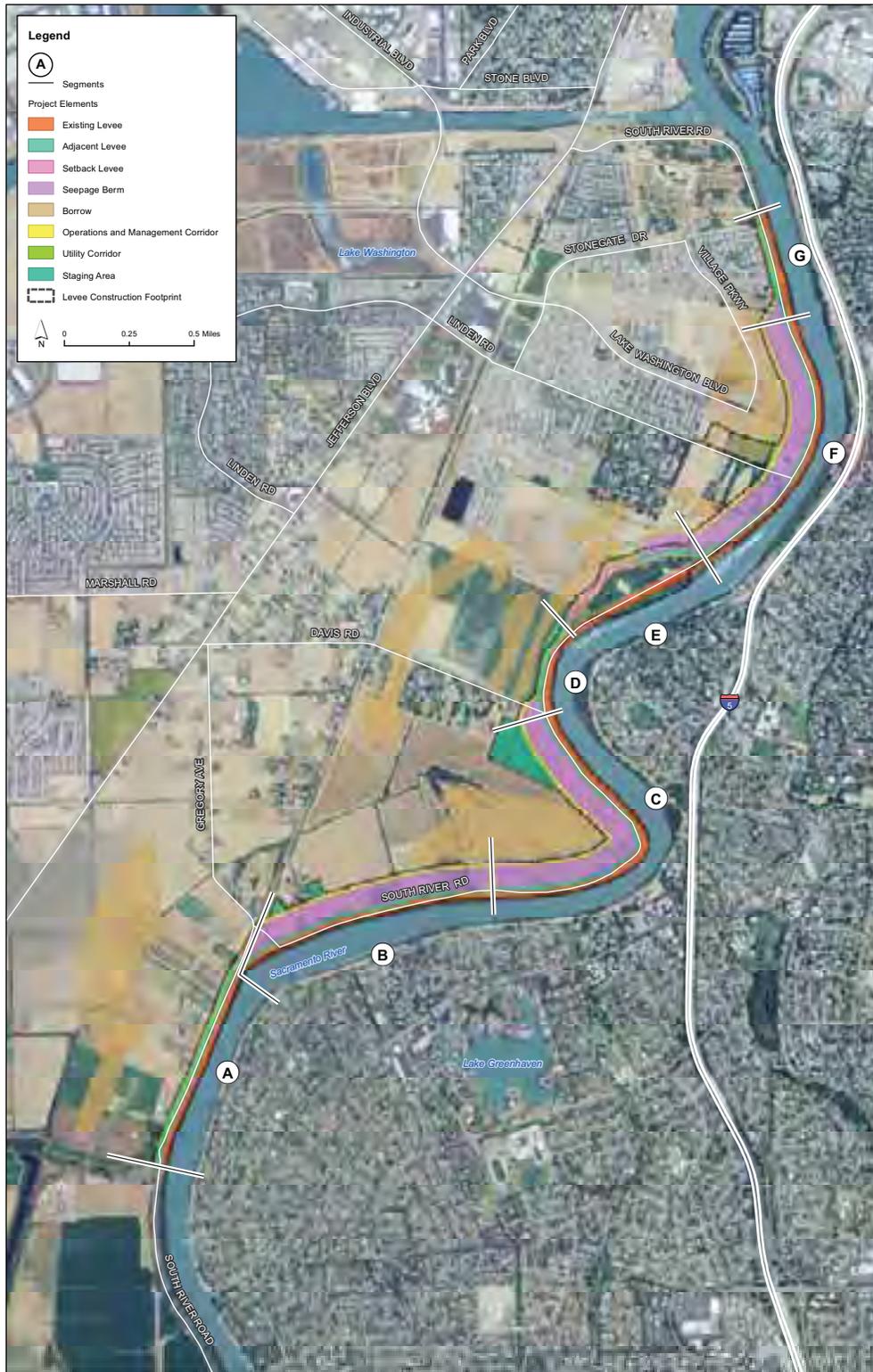


### DETAILS

- Rock is typically 8 to 18 inches in diameter, placed in a 12 to 24-inch layer.
- Rock could be covered by soil and/or non-woody vegetation.

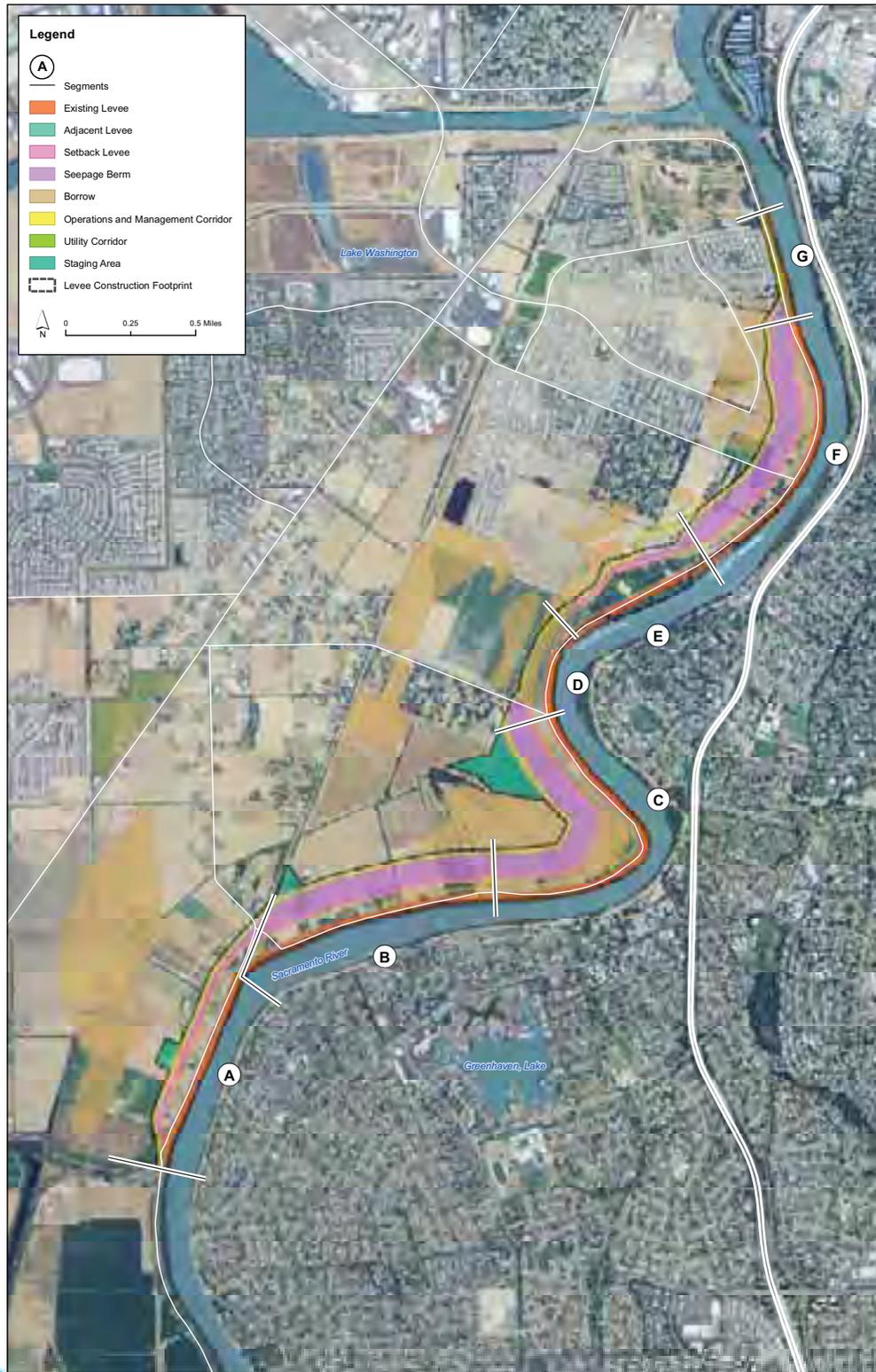
# Alternative 1

Alternative 1 involves the construction of adjacent levees, while maintaining South River Road where it presently is, atop the existing levee. An adjacent levee with a cutoff wall is proposed in Segments A, D, E, and G. An adjacent levee with a landside seepage berm is proposed in Segments B, C, and F. Existing vegetation on the levee would be removed within the construction footprint.



# Alternative 2

Alternative 2 involves the construction of setback levees in Segments A–F and breach and degrade of the existing levee for the purpose of historical ecosystem restoration. A setback levee with a cutoff wall is proposed in Segments A, D, and E. A setback levee with a landside seepage berm is proposed in Segments B, C, and F. An adjacent levee with a cutoff wall is proposed for Segment G. South River Road would be relocated landside of the setback levee. Portions of the existing Sacramento River levee would be removed to allow for floodplain inundation.



# Alternative 3

Alternative 3 involves the contouring of the Sacramento River levee to alleviate over-steepened banks while maintaining South River Road where it presently is, atop the existing levee. A cutoff wall is proposed in Segments A, D, E, and G. A landside seepage berm is proposed in Segments B, C, and F. Existing vegetation on the levee would be removed within the construction footprint.



# About NEPA and CEQA

The National Environmental Policy Act (NEPA) is a Federal law enacted to ensure a proposed activity's potential effects on both the natural and built environments are analyzed and disclosed to the public. Additionally, analysis of the activity's alternatives and development of mitigation measures to reduce effects are required.

This information is presented in an Environmental Impact Statement (EIS). Similarly, the State of California, under the California Environmental Quality Act (CEQA), requires disclosure in an Environmental Impact Report (EIR). These documents disclose the effects of an activity to agencies and the public and can serve as a decision-making aid for governing bodies.

While WSAFCA, a local agency in the state, is proposing the project, the USACE has jurisdiction over the Federal levee WSAFCA is proposing to alter. Therefore, the Southport Sacramento River EIP must comply with both NEPA and CEQA. The efficient way to comply with both laws is to develop a joint EIS/EIR.

A joint EIS/EIR is prepared when there is both Federal and state agency interest in an activity, and/or when a state agency needs permission to perform an action under Federal jurisdiction. The development of the Southport Sacramento River EIP draft joint EIS/EIR is underway and the document is scheduled for release in 2012.

# About the Scoping Process

*Scoping* is a process used to inform the public of a proposed activity. It provides the public an opportunity to comment and share insight and local information related to the range of alternatives being analyzed, the effects of those alternatives, and/or issues of concern related to the proposed activity.

Scoping can be particularly informative in a flood risk-reduction project because the local residents could have knowledge about the performance of a levee that the agencies are unaware of, such as locations of under-seepage or boils or areas of general poor levee performance.

The comments received from public scoping will be used to inform the development of the alternatives; define the environment and resources potentially affected by the alternatives; and analyze the effects resulting from the alternatives. The affected environment broadly includes physical, biological, and social and economic topic areas. Effects of both project construction and long-term operations and maintenance are identified and analyzed.

# Potential Environmental Issues

Implementation of the proposed Southport Sacramento River EIP will likely affect both the natural and built environment. The effects will be evaluated and disclosed in the EIS/EIR. Resources analyzed in the EIS/EIR will include, but are not limited to:

- **Aesthetics**
- **Biological resources**
- **Hazards and hazardous materials**
- **Socioeconomics & Environmental justice**
- **Agriculture**
- **Population & housing**
- **Cultural resources**
- **Mineral resources**
- **Hydrology/water quality**
- **Public services**
- **Transportation/traffic**
- **Air quality**
- **Geology & soils**
- **Land use/planning**
- **Recreation**
- **Noise**
- **Utilities/service systems**

# Ecosystem Restoration Opportunities & Mitigation

While the highest priority of the Southport Sacramento River EIP is to increase flood protection, the project would also allow WSAFCA to partially or fully mitigate for many of the project's environmental impacts onsite. In addition, it may provide an opportunity for restoration of historical habitat within the project area.

## Potential Habitat Restoration Activities

The goal of restoration design is to create self-sustaining, high-value habitats. As part of the Southport Sacramento River EIP, habitat would be created to replace that which may be lost during construction; this minimum level of habitat creation is required under NEPA and CEQA and is considered mitigation. Where space within the project area is available, additional restoration could be undertaken that would restore habitat to historical conditions. Likely objectives for habitat mitigation and restoration include:

- Mitigation for temporary and permanent impacts on protected land cover types
- Mitigation for temporary and permanent impacts to special-status species and potential habitat for these species
- Restoration of portions of the historic Sacramento River floodplain through construction of a setback levee (under Alternative 2)
- Restoration of riparian and oak woodland habitat on the restored floodplain
- Restoration of grasslands on the restored floodplain, setback levee, seepage berm, and other disturbed areas

The amount of onsite habitat mitigation and restoration that could be implemented would depend on the alternative selected. Preliminary design estimates suggest that Alternative 1 and Alternative 3 may not have sufficient project area to fully mitigate for impacts to riparian, wetland and grassland (i.e., Swainson's hawk foraging) habitats, and offsite mitigation could be required.

Alternative 2 may be largely self-mitigating because of its setback levee component, and provide opportunity for additional restoration. The floodplain could be widened considerably and the riparian corridor increased with plantings of native vegetation. Created floodplains under Alternative 2 would provide habitat not only for vegetation, but also for native fish and other species as a result of inundation in the low-lying floodplains.

# Recreation Opportunities

Where it is compatible with flood risk-reduction actions and operations, WSAFCA is considering recreation and non-motorized-transport improvements on, adjacent to, or near the levee. While the highest priority of the Southport Sacramento River EIP is to increase flood protection, WSAFCA also is investigating potential recreation corridors that could provide improved or new opportunities for outdoor recreation and healthy, sustainable transport options to destinations such as parks and recreation facilities, schools, community centers, and jobs.

South River Road, which runs along the top of the levee, is the gateway to many recreational settings in the project area. Most of the levee supports a mature riparian forest that is attractive to recreationists. The roadway is presently a rural street with narrow shoulders and no designated bike lane. However, scenic quality and relatively light vehicular traffic make the route a popular bicycling corridor. The road also provides easy access to the Sacramento River bank, making fishing a common and prized recreation activity along the levee. Pedestrians, joggers, and equestrians also use South River Road.

Maintaining and increasing accessibility to these popular settings are two criteria that will be used to measure options for recreation and alternative transportation along the Sacramento River's edge. Potential recreational facilities would be available for walking, jogging, biking, and, where appropriate, equestrian use. Other recreation features may include parking or staging areas, seating, picnic areas, and adventure play areas. These features may be further developed where the recreation corridor forms the edge of a park. Improved access to the river would be evaluated at locations that are compatible with levee maintenance, floodway operations, and ecosystem functions.

Recreation features to be proposed as part of each flood risk-reduction alternative will be defined through the design and environmental processes and will be available for public review and comment when the draft EIS/EIR is released in 2012.



*On South River Road, looking east and across the river toward Sacramento's Little Pocket neighborhood. This levee stretch is included in the 6.4 miles proposed for upgrades under the Southport Sacramento River EIP.*

# **Southport Sacramento River Early Implementation Project**

## **Environmental Impact Statement/ Environmental Impact Report**

### **Public Scoping Meeting**

U.S. Army Corps of Engineers &  
West Sacramento Area Flood Control Agency

September 15, 2011

## **Welcome and Meeting Purpose**

- Chris Elliott, Project Director with ICF International, environmental consultant for the project
- Joint Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) is being prepared per the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA)
- Opportunity to describe the project and EIS/EIR process
- Your comments are invited to inform the environmental analysis

## Lead Agencies

- West Sacramento Area Flood Control Agency (WSAFCA)
  - Joint Powers Authority comprised of the City and the reclamation districts that maintain the levees around the City
  - overseeing planning and implementation of levee improvements
  - lead agency under CEQA
- U.S. Army Corps of Engineers (USACE)
  - responsible for approval of modifications to Federal flood project levees and navigable waters under the Rivers and Harbors Act
  - responsible for approval of effects to protected resources under the Clean Water Act
  - lead agency under NEPA

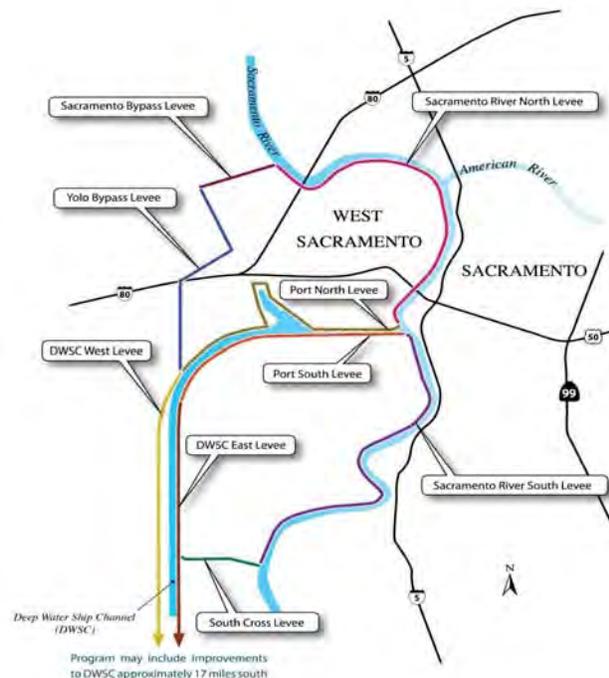
## WSAFCA's Overall Goals

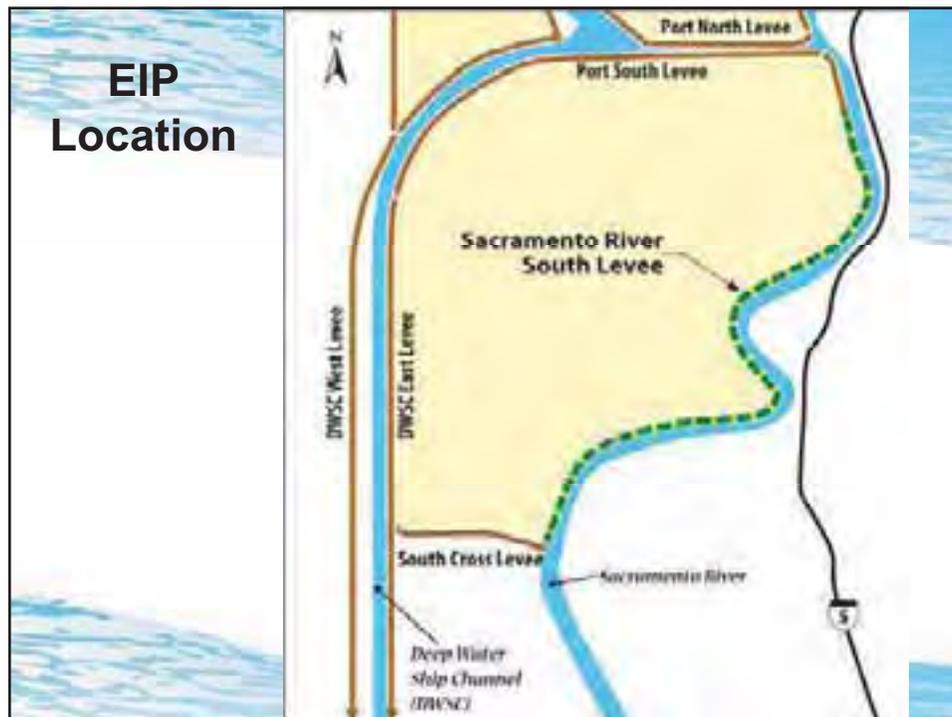
- Achieve a minimum of 200-year (an event that has a 0.5% chance of occurring in any given year) level of flood protection in more than 50 miles of City levees protecting the City
- Construct levee improvements as soon and as completely as possible to reduce flood risk
- Provide recreational and ecosystem restoration elements that are compatible with flood improvement actions

## About the Southport Sacramento River EIP

- What is an Early Implementation Project (EIP)?
  - Constructed in advance of the State's Central Valley Flood Protection Plan and Federal West Sacramento Project
  - Identified as a critical need site
  - Funded through West Sacramento self-assessment and Prop's 1E and 84 in partnership with State
- EIP details
  - Address deficiencies in a 6.4-mile reach of levee protecting Southport
  - Will treat under- and through-seepage, unstable slopes, and erosion
  - Bring levee up to current Federal and State standards

## WSLIP Levee Evaluation Locations





## Recent Local Flood Protection Efforts

- 2005: USACE issues new levee design standards.
- 2006: State performs critical erosion repairs on three sites in West Sacramento.
- 2006: WSAFCA and CA DWR begin comprehensive evaluation of levees
- 2007: WSAFCA proposes the West Sacramento Levee Improvements Program (WSLIP).
- 2007: USACE constructs a seepage berm at Davis Road under PL84-99.
- 2008: The I Street Bridge EIP is constructed and The Rivers and CHP Academy EIPs are initiated.

## continued...

- 2009/10: WSLIP Draft EIS/EIR is released.
- 2010: USACE begins construction on a setback levee project south of the Barge Canal.
- 2010: WSAFCA and USACE begin planning the Southport Sacramento River EIP.
- 2011: The Rivers and the CHP Academy EIPs complete environmental review and commence construction (in progress).

## Flood Risk-Reduction Project Process

- Problem Identification – locating and scoping deficiencies
- Alternatives Analysis – matching potential improvements to address the deficiencies
- Design Development – detailed engineering and preparing plans and specifications
- Environmental Documentation – evaluating possible environmental effects from the potential risk-reduction measures
- Permitting
- Construction

## Identified Levee Deficiencies

- Unstable slopes caused by inadequate levee geometry and/or deficient levee material
- Seepage (under or through the levee)
- Erosion
- Non-compliant vegetation

## Possible Flood Risk-Reduction Measures

The design and environmental analysis process will analyze the impacts and feasibility of several combinations of the following measures:

- Slurry cut-off walls through the levee
- Slope flattening of the existing levee
- Setback levee landside of the existing levee
- Adjacent levee landside of the existing levee
- Seepage berms/stability berms on the landside of the levee
- Rock slope protection on the waterside of the levee
- Relief wells

## Multi-Objective Benefits

- Recreation
  - Corridors for walking, jogging, biking, and, where appropriate, equestrian use
  - Other recreation features may include landscaping, benches, small picnic areas, and small play areas
- Open Space and Habitat
  - Restored areas to mitigate project effects
  - Enhancement of fish and aquatic habitat along the river's edge and wetland and upland areas on and near levees
  - Potential for areas for floodplain expansion and restoration

## Environmental Documentation Process

- Solicit public input to be considered in conducting the environmental analysis
- Prepare EIS/EIR
- Circulate draft EIS/EIR for public review and comment
- Review and respond to comments and prepare final EIS/EIR
- WSAFCA adopts project and findings of fact, certifies EIR, adopts mitigation and monitoring plan, and records Notice of Determination
- USACE prepares Record of Decision

## Scoping

- Project goals and objectives have been identified based on flood management deficiencies
- Measures have been identified to address those deficiencies
- Measures have been combined to comprise complete alternatives to provide the spatial context for discussing the types and extents of potential environmental and community effects
- Alternatives will continue to evolve and will be formulated for analysis in a Public Draft EIS/EIR
- Your input is desired and will be considered on the measures, alternatives, and potential effects analyzed in the EIS/EIR

## Environmental Resource Issues

- |                             |                                       |
|-----------------------------|---------------------------------------|
| • Aesthetics                | •Socioeconomics/Environmental justice |
| • Air quality               | •Cultural resources                   |
| • Geology and soils         | •Agriculture                          |
| • Land use/planning         | •Population and housing               |
| • Recreation                | •Public services                      |
| • Noise                     | •Mineral resources                    |
| • Utilities/public services | •Transportation/Navigation            |
| • Biological resources      | •Growth-inducement                    |
| • Hazardous materials       | •Cumulative effects                   |

## Next Steps

- Ask questions of project team members at this meeting
- Provide written comments via mailed comment card or e-mail by September 26, 2011
- Look for the draft environmental document to be released in mid-2012

# The Southport Sacramento River Early Implementation Project

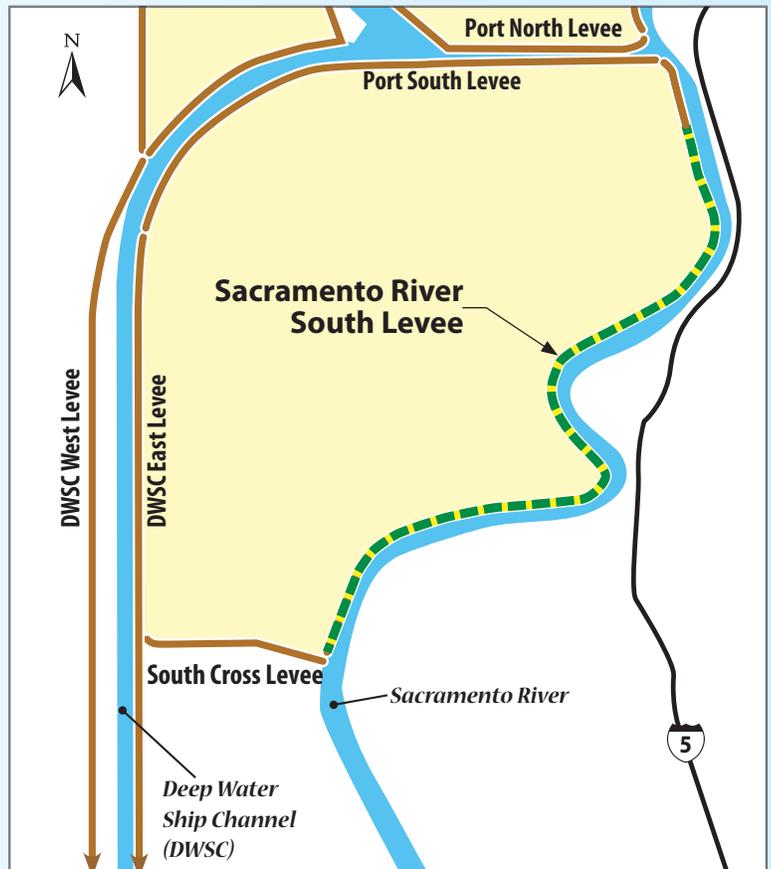
**About the Project.** The West Sacramento Area Flood Control Agency (WSAFCA) is proposing the Southport Sacramento River Early Implementation Project (EIP) to implement flood risk–reduction measures along the Sacramento River South Levee that protects the Southport community. WSAFCA is proposing the measures be implemented along 6 miles of the levee that runs along the west bank of the Sacramento River from the Barge Canal to the South Cross Levee. The EIP study area also encompasses potential soil borrow sites east and west of southern Jefferson Blvd. WSAFCA’s ultimate goal is to protect the lives and property of West Sacramento’s residents, employees, and visitors.

An EIP is a levee site that has been identified as having significant deficiencies. Therefore the planning, environmental, and construction processes are implemented in advance of the overall West Sacramento Levee Improvements Program (WSLIP). The WSLIP is a city-wide comprehensive flood risk-reduction program initiated in 2007. WSAFCA has selected three other EIP sites (the CHP Academy, the Rivers, and the I Street Bridge) for construction in advance of WSLIP in the past 3 years.

Construction of the Southport Sacramento River EIP would bring the levee up to standard with Federal and state flood protection criteria and improve the under- and through-seepage, erosion, and slope instability that currently hinder the levee’s performance. The EIP also would provide opportunities for ecosystem restoration and public recreation.

**The Environmental Process.** To comply with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), a joint environmental impact statement (EIS)/ environmental impact report (EIR) is being developed. This document will explain the proposed EIP alternatives, and effects and mitigation measures if the EIP is constructed. Potential impacts on resources—including aesthetics, soils, flood control, wildlife, vegetation, noise, recreation, and traffic—will be evaluated in the EIS/EIR.

To comply with NEPA, the U.S. Army Corps of Engineers (USACE) will act as the Federal lead agency, and WSAFCA will act as lead agency under CEQA. While WSAFCA is proposing the EIP, alterations to Federal levees cannot be made without approval from USACE.



**EIP Alternatives.** Three alternatives are being proposed. The priority of each alternative is to increase flood protection, but each also provides varying opportunities for ecosystem restoration and recreation opportunities. The alternatives are each a combination of two or more of the following flood risk–reduction measures:

- Levee slope flattening
- Seepage berms/stability berms on the land side of the levee
- Setback levee and/or adjacent levee
- Rock slope protection on the water side
- Relief wells
- Slurry cut-off walls

**EIP Schedule.** The EIP is currently in the environmental and alternatives design phase. Specialists have already gone out into the field, inspected the levee, and identified the levee’s deficiencies. Engineers have proposed three preliminary alternatives. The design and construction teams will work collaboratively to determine the feasibility of the alternatives, ensuring they provide a level of flood protection that meets current standards, are cost effective, and limit the short- and long-term impacts on the environment. Construction is scheduled to begin in 2013.

**Selecting an Alternative.** The public will have an opportunity to weigh in on the proposed alternatives during the scoping phase (August 26–September 26, 2011), and to suggest new alternatives to be considered in the Public Draft EIS/EIR. Following scoping, WSAFCA will select the alternatives that will be analyzed in the Public Draft EIS/EIR, available for public review in spring 2012.

**For More Information.** For more information about public input opportunities, the environmental process, and other flood risk–reduction projects in the city, visit [www.cityofwestsacramento.org/city/flood](http://www.cityofwestsacramento.org/city/flood).

**We Want Your Input.** If you would like to comment on the content of the EIS/EIR being developed for the Southport Sacramento River EIP, please submit comments to the contacts below. All comments must be received by 5 p.m. on September 26, 2011.

Megan Smith, Project Manager  
ICF International  
630 K Street, Suite 400  
Sacramento, CA 95814  
[southportcomments@icfi.com](mailto:southportcomments@icfi.com)

or

Mr. John Suazo  
U.S. Army Corps of Engineers, Sacramento District  
Attn: Planning Division (CESPK-PD-R)  
1325 J Street, Sacramento, CA 95814  
[john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)







**The Southport Sacramento River  
Early Implementation Project**

.....  
PLEASE FOLD ALONG THIS LINE FOR MAILING

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

**PLACE  
POSTAGE  
HERE**

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**



## Appendix C Comments Received

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**Appendix C contains all written comments received during the scoping period.**

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Matthew Jones, Yolo-Solano Air Quality Management District .....	187

<b>Commenter</b>	<b>Address</b>	<b>Organization Type</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Scott Morgan, Office of Planning and Research	1400 10 <sup>th</sup> St. P.O. Box 3044 Sacramento CA, 95812-3044	State	8/26/11	1
James Herota, Central Valley Flood Protection Board	3310 El Camino Ave Room 151, Sacramento, CA 95821	State	9/1/11	2
Gregor Blackburn, FEMA Region IX	1111 Broadway, Suite 1200, Oakland, CA 94607	Federal	8/31/11	3
Katy Sanchez, Native American Heritage Commission	915 Capitol Mall, Room 364, Sacramento, CA 95814	State	8/30/11	4
Genevieve Sparks, Central Valley Regional Water Quality Control Board	11020 Sun Center Drive #200, Rancho Cordova, CA 95670-6114	State	9/12/11	5
Judy Ueda	<i>Not provided.</i>	Individual	9/14/11	6
Karen Kubo	559 Watercolor Lane, West Sacramento, CA 95605	Individual	9/16/11	7
Diane McCray	2590 South River Road, West Sacramento, CA 95691	Individual/ Business	9/20/11	8
Jim Colgan	2310 Cable Court, West Sacramento, CA 95691	Individual	9/20/11	9
Steve and Pam Gould	4395 Gregory Avenue, West Sacramento, CA	Individual	9/20/11	10
Robert Hughes	3079 Apache Street, West Sacramento, CA 95691	Individual	8/29/11	11
Sister Michael		Individual	9/16/11	12
David Gully	1818 Trinity Way, West Sacramento, CA 95691	Individual	9/21/11	13
Thamarah Rodgers Lacombe	4444 S River Rd, West Sacramento, CA 95691	Individual	9/26/11	14
Laurie C. Nelson	Embarcadero Realty Services LP, 1750 Creekside Oaks Drive, Suite 215, Fair Oaks, CA 95833	Individual	9/25/11	15
Richard D. Sestero	Seeno Construction Company, 4021 Port Chicago Highway, Concord, CA 94520	Individual	9/19/11	16
Phil Hogan, USDA Natural Resources Conservation Service	221 West Court Street, Suite 1, Woodland, CA 95695	Federal	8/25/11	17

<b>Commenter</b>	<b>Address</b>	<b>Organization Type</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Stephan Daues	2981 Rubicon Way, West Sacramento CA	Individual	8/26/11	18
Mark Zollo		Individual	9/19/11	19
John Rivett	2527 La Jolla Street, West Sacramento, CA 95691	Individual	9/18/11	20
Tony Sauer	<i>Not provided.</i>	Individual	8/26/11	21
Michael Machado, Delta Protection Commission	14215 River Road, P.O. Box 530, Walnut Grove, CA 95690	State	9/22/11	22
Christopher Lacomb	4444 South River Road, West Sacramento, CA 95691	Individual	9/20/11	23
Deeden Kimbrough	1305 Linden Road, West Sacramento, CA 95691	Individual	9/22/11	24
Bret Culbreth	4400 South River Road, West Sacramento, CA 95691	Individual	9/15/11	25
Kevin Winter	8971 Silverberry Avenue, Elk Grove, CA 95624	Individual	9/15/11	26
Rebecca Wall	2970 Bevan Road, West Sacramento, CA 95691	Individual	9/13/11	27
Terry Annesley	4400 South River Road, West Sacramento, CA 95691	Individual	9/15/11	28
Albert W. Rodgers	4440 South River Road, West Sacramento, CA 95691	Individual	9/26/11	29
Southport Homeowners (17 Residences)	Multiple addresses (See letter)	Group of Individuals	9/26/11	30
David Bennis	<i>Not provided.</i>	Individual	9/26/11	31
Kelly Magreevy	<i>Not provided.</i>	Individual	9/27/11	32
Eric Fredericks, Caltrans Dist 3	<i>Not provided.</i>	State	9/26/11	33
Kelly Catlett for Defenders of Wildlife and Ronald Stork for Friends of the River	<i>Not provided.</i>	NGO	9/26/11	34
Group of Homeowners (6 Residences)	Multiple addresses (See letter)	Group of Individuals	9/26/11	35

<b>Commenter</b>	<b>Address</b>	<b>Organization Type</b>	<b>Date Received</b>	<b>Comment Letter Number</b>
Philip Carson	<i>Not provided.</i>	Individual	9/26/11	36
Tom Kelly, EPA Environmental Review Office	Environmental Review Office (CED-2), U.S. EPA 75 Hawthorne Street, San Francisco, CA 94105	Federal	9/27/11	37
Michael Smith	<i>Not provided.</i>	Business	9/26/11	38
Pamela Gould	<i>Not provided.</i>	Individual	9/26/11	39
Eric Fredericks, Caltrans Dist.3	2379 Gateway Oaks Drive, Suite 150, Sacramento, CA 95833	State	9/28/11	40
Cy R. Oggins, State Lands Commission	100 Howe Avenue, Suite 100-South, Sacramento, CA 95825-8202	State	9/26/11	41
Kim McDonald	4390 South River Road, West Sacramento, CA 95691	Individual	9/23/11	42
Joyce Belli	2666 Meadowlark Circle., West Sacramento, CA 95691	Individual	9/22/11	43
Joel F MaCray, Jr.	2590 South River Road, West Sacramento, CA	Individual/ Business	9/23/11	44
Dawn Caldwell	1502 Maryland Avenue, West Sacramento, CA 95691	Individual	9/22/11	45
Jordan Lang, Sacramento Bike Advocates	909 12 <sup>th</sup> Street, Suite 116, Sacramento, CA 95814	NGO	9/8/11	46
Matthew Jones, Yolo-Solano Air Quality Management District	1947 Galileo Court, Suite 103, Davis, CA 95618	County	10/4/11	47



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Notice of Preparation

August 24, 2011

To: Reviewing Agencies  
Re: Southport Sacramento River Early Implementation Project  
SCH# 2011082069

Attached for your review and comment is the Notice of Preparation (NOP) for the Southport Sacramento River Early Implementation Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Megan Smith ICF International**  
**I/C of West Sacramento Area Flood Control Agency**  
**630 K Street, Suite 400**  
**Sacramento, CA 95814**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

Document Details Report  
State Clearinghouse Data Base

**SCH#** 2011082069  
**Project Title** Southport Sacramento River Early Implementation Project  
**Lead Agency** West Sacramento Area Flood Control Agency

---

**Type** **NOP** Notice of Preparation  
**Description** Note: Review per lead

The project would bring the levee up to standard with Federal and state flood protection criteria, as well as provide opportunities for ecosystem restoration and public recreation. The U.S. Army Corps of Engineers (USACE) will act as the Federal lead agency under the National Environmental Policy Act (NEPA). WSAFCA will act as lead agency under the California Environmental Quality Act (CEQA).

The flood protection measures considered in the EIS/EIR may include:

- Slope flattening of the existing levee,
  - Use of seepage berms and/or stability berms located to the land side of the levee,
  - Rock slope protection located to the water side of the levee
  - Setback levees and/or adjacent levees located landward of the existing levee,
  - Relief wells, and
  - Slurry cut-off walls.
- 

**Lead Agency Contact**

**Name** Megan Smith ICF International  
**Agency** I/C of West Sacramento Area Flood Control Agency  
**Phone** (916) 617-4645 **Fax**  
**email** southportcomments@icfi.com  
**Address** 630 K Street, Suite 400  
**City** Sacramento **State** CA **Zip** 95814

---

**Project Location**

**County** Yolo  
**City**  
**Region**  
**Cross Streets** Jefferson Blvd.  
**Lat / Long**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

- Highways**
  - Airports**
  - Railways**
  - Waterways**
  - Schools**
  - Land Use**
- 

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Toxic/Hazardous; Water Quality; Landuse; Other Issues; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Social; Traffic/Circulation

---

**Reviewing Agencies** Resources Agency; Department of Boating and Waterways; Department of Conservation; Central Valley Flood Protection Board; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Delta Protection Commission; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Caltrans, District 3; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Document Details Report  
State Clearinghouse Data Base

---

*Date Received* 08/24/2011

*Start of Review* 08/24/2011

*End of Review* 09/26/2011

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Mike Sotelo
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Gerald R. Zimmerman
- Dept. of Conservation  
Jonathan Martis
- California Energy Commission  
Eric Knight
- Cal Fire  
Allen Robertson
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources  
Resources Agency  
Nadell Gayou
- \_\_\_\_\_  
Conservancy

Fish and Game

- Depart. of Fish & Game  
Scott Flint  
Environmental Services Division
- Fish & Game Region 1  
Donald Koch

- Fish & Game Region 1E  
Laurie Harnsberger
- Fish & Game Region 2  
Jeff Drongesen
- Fish & Game Region 3  
Charles Armor
- Fish & Game Region 4  
Julie Vance
- Fish & Game Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- Fish & Game Region 6 I/M  
Brad Henderson  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M  
George Isaac  
Marine Region

Other Departments

- Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- Depart. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- Dept. of Public Health  
Bridgette Binning  
Dept. of Health/Drinking Water

Independent Commissions, Boards

- Delta Protection Commission  
Linda Flack
- Cal EMA (Emergency Management Agency)  
Dennis Castrillo
- Governor's Office of Planning & Research  
State Clearinghouse

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Cy R. Oggins
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Bob Nannini  
Office of Special Projects
- Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Bruce de Terra
- Caltrans, District 4  
Lisa Carboni
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Elmer Alvarez

- Caltrans, District 8  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Marlon Regisford

Cal EPA

Air Resources Board

- Airport Projects  
Jim Lerner
- Transportation Projects  
Douglas Ito
- Industrial Projects  
Mike Tollstrup

- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

- State Water Resources Control Board  
Phil Crader  
Division of Water Rights

- Dept. of Toxic Substances Control  
CEQA Tracking Center

- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**CENTRAL VALLEY FLOOD PROTECTION BOARD**

3310 El Camino Ave., Rm. 151  
SACRAMENTO, CA 95821  
(916) 574-0609 FAX: (916) 574-0682  
PERMITS: (916) 574-2380 FAX: (916) 574-0682



August 30, 2011

Megan Smith  
ICF International  
I/C of West Sacramento Area Flood Control Agency  
630 K Street, Suite 400  
Sacramento, California, 95814

Subject: Response to the Notice of Preparation for the Southport Sacramento River Early Implementation Project Draft Environmental Impact Report (SCH# 2011082069)

Dear Ms. Smith:

Staff of the Central Valley Flood Protection Board has reviewed the subject document and provides the following comments:

The proposed project is located within the jurisdiction of the Central Valley Flood Protection Board. The Board is required to enforce standards for the construction, maintenance and protection of adopted flood control plans that will protect public lands from floods. The jurisdiction of the Board includes the Central Valley, including all tributaries and distributaries of the Sacramento River and the San Joaquin River, and designated floodways (Title 23 California Code of Regulations (CCR), Section 2).

A Board permit is required prior to starting the work within the Board's jurisdiction for the following:

- The placement, construction, reconstruction, removal, or abandonment of any landscaping, culvert, bridge, conduit, fence, projection, fill, embankment, building, structure, obstruction, encroachment, excavation, the planting, or removal of vegetation, and any repair or maintenance that involves cutting into the levee (CCR Section 6);
- Existing structures that predate permitting or where it is necessary to establish the conditions normally imposed by permitting. The circumstances include those where responsibility for the encroachment has not been clearly established or ownership and use have been revised (CCR Section 6);
- Vegetation plantings will require the submission of detailed design drawings; identification of vegetation type; plant and tree names (i.e. common name and scientific name); total number of each type of plant and tree; planting spacing and irrigation method that will be utilized within the project area; a complete vegetative management plan for maintenance to prevent the interference with flood control, levee maintenance, inspection and flood fight procedures (CCR Section 131).

Ms. Megan Smith  
August 30, 2011  
Page 2 of 2

If you have any questions, please contact me at (916) 574-0651, or via email at [jherota@water.ca.gov](mailto:jherota@water.ca.gov).

Sincerely,



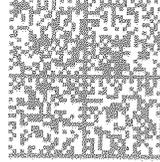
James Herota  
Staff Environmental Scientist  
Flood Projects Improvement Branch

cc: Governor's Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

STATE OF CALIFORNIA  
CALIFORNIA NATURAL RESOURCES AGENCY  
**CENTRAL VALLEY FLOOD PROTECTION BOARD**  
3310 EL CAMINO AVENUE, ROOM 151  
SACRAMENTO, CA 95821



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MAILED FROM ZIP CODE 95814



Megan Smith  
ICF International  
I/C of West Sacramento Area Flood Control  
Agency  
630 K Street, Suite 400  
Sacramento, California 95814

9581483881 0011

U.S. Department of Homeland Security  
 FEMA Region IX  
 1111 Broadway, Suite 1200  
 Oakland, CA. 94607-4052



**FEMA**

August 29, 2011

Megan Smith, Project Manager  
 ICF International  
 630 K Street, Suite 400  
 Sacramento, California 95814

Dear Ms. Smith:

This is in response to your request for comments on the Notice of Preparation of an Environmental Impact Statement/Environmental Impact Report for the Southport Sacramento River Early Implementation Project.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City of West Sacramento (Community Number 060728), Maps dated January 19, 1995; and County of Yolo (Community Number 060423), Maps dated June 18, 2010. Please note that the City of West Sacramento, Yolo County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Megan Smith, Project Manager  
 Page 2  
 August 29, 2011

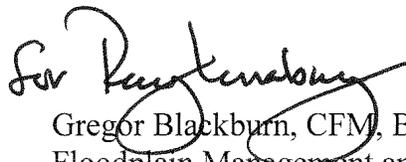
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The West Sacramento floodplain manager can be reached by calling Stephen Patek, Community Development Director, at (916) 373-5854. The Yolo County floodplain manager can be reached by calling Lonell Butler, Building Official, at (530) 666-8803.

If you have any questions or concerns, please do not hesitate to call Robert Durrin of the Mitigation staff at (510) 627-7057.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
 Floodplain Management and Insurance Branch

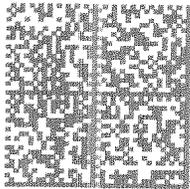
cc:

John Suazo, U. S. Army Corps of Engineers, Sacramento District  
 Stephen Patek, Community Development Director, City of West Sacramento  
 Lonell Butler, Building Official, Yolo County  
 Ray Lee, WREA, State of California, Department of Water Resources, North Central Region  
 Office  
 Robert Durrin, Floodplanner, CFM, DHS/FEMA Region IX  
 Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

U.S. Department of Homeland Security  
Region IX  
1111 Broadway, Suite 1200  
Oakland, CA 94607-4052



**FEMA**



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*Megan Smith, Project Manager  
ICF International  
630 K Street, Suite 400  
Sacramento, California 95814*

95814K5331



**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax



August 30, 2011

Megan Smith ICF International  
I/C of West Sacramento Area Flood Control Agency  
630 K Street, Suite 400  
Sacramento, CA 95814

RE: SCH# 2011082069 Southport Sacramento River Early Implementation Project; Yolo County.

Dear Ms. Smith:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in cursive script that reads "Katy Sanchez".

Katy Sanchez  
Program Analyst  
(916) 653-4040

cc: State Clearinghouse

**Native American Contact List**  
Yolo County  
August 30, 2011

4

Wintun Environmental Protection Agency  
Dave Jones  
P.O. Box 1839 Wintun (Patwin)  
Williams, CA 95987  
corwepa@hotmail.com  
(530) 473-3318  
(530) 473-3319  
(530) 473-3320 - Fax

Kesner Flores  
PO Box 1047 Wintun / Patwin  
Wheatland, CA 95692  
calnagpra@hotmail.com  
925-586-8919

Yocha Dehe Wintun Nation  
Marshall McKay, Chairperson  
P.O. Box 18 Wintun (Patwin)  
Brooks, CA 95606  
(530) 796-3400  
(530) 796-2143 Fax

Yocha Dehe Wintun Nation  
Leland Kinter, Native Cultural Renewal Committee  
P.O. Box 18 Wintun (Patwin)  
Brooks, CA 95606  
lkinter@yochadehe-nsn.gov  
(530) 979-6346  
(530) 796-3400 - office  
(530) 796-2143 Fax

Cortina Band of Indians  
Charlie Wright, Chairperson  
PO Box 1630 Wintun / Patwin  
Williams, CA 95987  
(530) 473-3274 - Voice  
(530) 473-3190 - Voice  
(530) 473-3301 - Fax

Yocha Dehe Wintun Nation  
Cynthia Clarke, Native Cultural Renewal  
P.O. Box 18 Wintun (Patwin)  
Brooks, CA 95606  
(530) 796-3400 - office  
(530) 796-2143 Fax

Cortina Band of Indians  
Thelma Brafford, Tribal Administrator  
P.O. Box 1630 Wintun/Patwin  
Williams, CA 95987  
rezdog37@yahoo.com  
(530) 473-3274  
(530) 437-3301 FAX

Yocha Dehe Wintun Nation  
Reno Franklin, Cultural Resources Director  
P.O. Box 18 Wintun (Patwin)  
Brooks, CA 95606  
rfranklin@yochadehe-nsn.  
(530) 979-6346  
(530) 796-3400 - office  
(530) 796-2143 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2011082069 Southport Sacramento River Early Implementaion Project; Yolo County.

State of California  
Native American Heritage Commission  
915 Capitol Mall, Room 364  
Sacramento, CA 95814



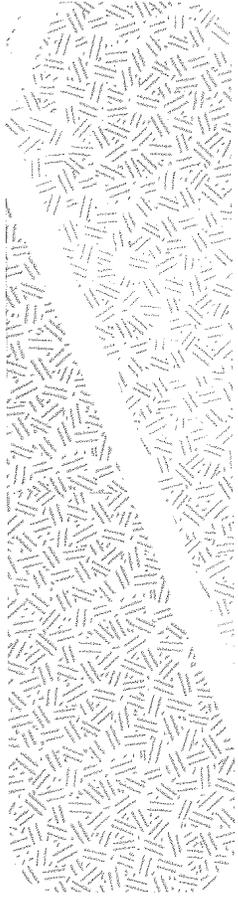
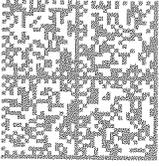
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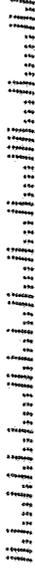
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MAILED FROM ZIP CODE 95814



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# California Regional Water Quality Control Board

## Central Valley Region

Katherine Hart, Chair



11020 Sun Center Drive, #200, Rancho Cordova, California 95670-6114  
 (916) 464-3291 • FAX (916) 464-4645  
<http://www.waterboards.ca.gov/centralvalley>

Matthew Rodriguez  
 Secretary for  
 Environmental Protection

Edmund G. Brown Jr.  
 Governor

9 September 2011

Megan Smith, Project Manager  
 ICF International  
 630 K Street, Suite 400  
 Sacramento, CA 95814

CERTIFIED MAIL  
 7010 3090 0000 5045 4945

### **COMMENTS TO THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT, SOUTHPORT SACRAMENTO RIVER EARLY IMPLEMENTATION PROJECT, YOLO COUNTY**

Pursuant to the West Sacramento Area Flood Control Agency's 26 August 2011 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Notice of Preparation of an Environmental Impact Statement/Environmental Impact Report* for the Southport Sacramento River Early Implementation Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

#### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml)

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed for the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916)557-5250.

### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. Water Quality Certification must be obtained prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

### **Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

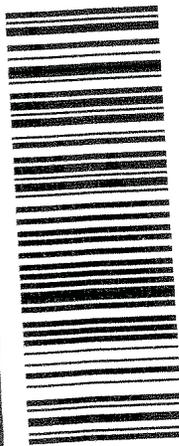
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/water\\_quality\\_certification/](http://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/)

If you have questions regarding these comments, please contact me at (916) 464-4745 or [gsparks@waterboards.ca.gov](mailto:gsparks@waterboards.ca.gov).



Genevieve (Gen) Sparks  
Environmental Scientist  
401 Water Quality Certification Program

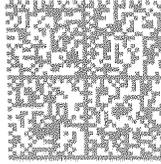
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SUITE 200  
11020 SUN CENTER DR  
RANCHO CORDOVA CA 95670



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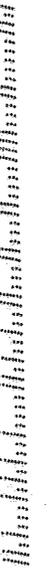
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MAILED FROM ZIP CODE 95670



Megan Smith, Project Manager  
ICF International  
630 K Street, Suite 400  
Sacramento, CA 95814

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6JudyUeda091411.txt

From: Smith, Megan  
Sent: Wednesday, September 14, 2011 1:43 PM  
To: Rivasplata, Robert  
Subject: FW: South River Road West Sacramento (UNCLASSIFIED)

Hi Robert, please save as a Southport scoping comment.

Thanks,  
Megan

-----Original Message-----

From: Suazo, John SPK [mailto:John.Suazo@usace.army.mil]  
Sent: Wednesday, 14 September 2011 13:14 PM  
To: Judy Ueda  
Cc: Smith, Megan  
Subject: RE: South River Road West Sacramento (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Ms. Ueda,

Thank you for your comments. Your comments are integral to the scoping process, as well as the development of the project, and will become part of the public record. I encourage you to attend the public meetings scheduled for 3:30 and 6:30 tomorrow, September 15 at the West Sacramento Recreation Center, 2801 Jefferson Boulevard. You will have an opportunity to hear more about the project as well as ask questions of WSAFCA and technical staff, and submit additional comments. If you are unable to attend the public meeting, the project presentation will be available on the City of West Sacramento website: <http://www.cityofwestsacramento.org/city/flood/>. That information will be available after tomorrow's meetings.

Please feel free to send additional questions to Ms. Megan Smith, or myself.

Thank you.

John

-----Original Message-----

From: Judy Ueda [mailto:jueda423@aol.com]  
Sent: Wednesday, September 14, 2011 12:42 PM  
To: Suazo, John SPK  
Subject: South River Road West Sacramento

The project to implement flood risk reduction along South River Road has serious consequences to the residents who live within a 1000 feet along the river. I suspect that this "shovel ready" project will displace my 94 year old father for the second time in his life. The first time when he lost everything in the 1940's to be placed in a relocation camp with other Japanese Americans.

However, my comments are: 1) Where is the evidence that the levee is weak on the South Road between the inlet to the Port and South Cross levee? Be specific. 2) Site the research that more or less proves that your proposal for the second levee will prevent flooding. 3) Is this proposal necessary in order to obtain federal money to employ as many people as possible due to a weak California economy? 4) Do you have to use scare tactics to get your point across? Katrina was a hurricane. New Orleans is below sea level. The levees and the pumping stations keep the water out of the city.

6JudyUeda091411.txt

Judy (Yokoyama) Ueda

Classification: UNCLASSIFIED

Caveats: NONE

# The Southport Sacramento River Early Implementation Project

## Comment Card



Name: Karen Kubo Date: 9/16/2011  
Telephone: (916) 372-3244 Email: Ku98@aol.com  
Affiliation: Richard T. Kubo Title (if applicable): father - property @ 4480 S. River Road  
Street Address: 559 Watercolor Lane  
City: W. Sacto State: CA Zip: 95605

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

- post questions & answers on website, so that other landowners can read
- How do you determine the cost of land that is going to be used for each property owner for the year 2013?
- Who is going to pay for homes that need to be moved or re-located on their property
- Cost of septic tank & landscaping costs - once project is done -
- How much is given to a family if they have to seek other housing costs during re-construction of the levee?
- What is the timeframe for levee repair - if it is done at each property?
- How is each property owner's property tax going to be affected during the levee repair?

# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

SACRAMENTO CA 958

17 SEP 2011 PM 11



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

95814-3331



# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: DIANE MCCRAY Date: 9-20-11

Telephone: 916-371-1938 Email: \_\_\_\_\_

Affiliation: J.F. MCCRAY PLASTERING INC Title (if applicable): President

Street Address: 2590 South RIVER ROAD

City: WEST SACRAMENTO State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

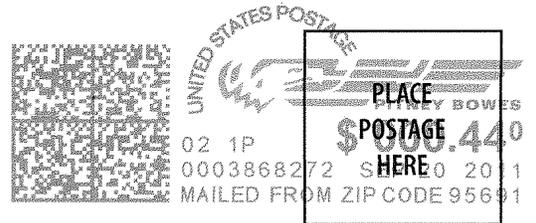
For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

I HAVE RESIDED @ 2590 S. RIVER RD SINCE 1976. IT HAS BEEN MY HOME & BUSINESS  
OPERATIONS FOR OVER 35 YRS. I AND MY DECEASED HUSBAND RAISED OUR CHILDREN HERE  
AND STARTED A BUSINESS OPERATION FOR A PLASTERING COMPANY, WHICH EMPLOYES OVER  
A 100 EMPLOYEES. DUE TO THE LEVY RECONSTRUCTION PROJECT BY THE WSAFCA &  
ARMY CORP ENGINEERS WOULD FORCE ME TO RELOCATE MY RESIDENCE & BUSINESS;  
THIS COULD CAUSE ME TO LOOSE BOTH, DUE TO THE DOWNSIZE OF TODAYS  
ECONOMY. THERE ARE VERY FEW PARCELS OF LAND WHICH ALLOW YOU TO OPERATE  
A BUSINESS & RESIDENCE ON THE SAME PARCEL, IS WHY WE PURCHASED THESE  
7 ACRES. I AM 66 YRS OLD AND A WIDOW LIVING ON A FIXED INCOME. I HAVE  
NOTHING BUT MENTAL ANGUISH OVER LOSING MY HOME/BUSINESS AND MY  
CHILDREN'S INHERITANCE. WE MOVED HERE KNOWING WELL OF THE POTENTIAL FOR  
FLOODING. I DO NOT FEEL THE NEED TO UPROOT ME AND MY FELLOW NEIGHBORS  
TO PROTECT THE WEST SACRAMENTO COMMUNITY WHO HAD FAITH WILL MOVING  
INTO LOCATIONS KNOWING OF POTENTIAL FLOODING. THEY WERE INFORMED THAT THEY  
WERE IN A POTENTIAL FLOOD PLAN AREA AND COULD HAVE BOUGHT ELSEWHERE.

# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Jim Colgan Date: 9/20/2011

Telephone: 916 6172243 Email: \_\_\_\_\_

Affiliation: \_\_\_\_\_ Title (if applicable): \_\_\_\_\_

Street Address: 2310 Cable Court

City: West Sacramento State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

It makes sense to me to spare the homes  
that exist on S. River Road since there are  
other options available.

Consider the emotional issues potentially  
created by forcing homeowners to move - when  
they don't have to be moved.

Thank you  
Jim Colgan

# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

SACRAMENTO CA 958

22 SEP 2012 PM 12 1



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



From: [pamelagould@hughes.net](mailto:pamelagould@hughes.net)  
To: [southportcomments](mailto:southportcomments)  
Cc: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)  
Subject: Comments re Southport Sac River EIP  
Date: Tuesday, September 20, 2011 4:55:50 PM

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Re: Property address: 4395 Gregory Avenue, West Sacramento

Hello ~

We attended the Southport Sacramento River Early Implementation Project informational meeting last week and would like to offer input with regard to our property. When planning alignment or re-alignment of South River Road where it intersects Gregory Avenue at the railroad trussel, we have some concerns for the levee improvement project and the City of West Sacramento.

At the site of our property and the railroad trussel, at the most eastern portion of our property, we have noticed ongoing public activity which puts the levee improvement project and the City of West Sacramento at risk of liability. The public is accessing the railroad hiking and biking trail by climbing, riding bicycles, horses, motorcycles and quadrunners by climbing and/or riding UP AND DOWN the side of the railroad berm. We have witnessed quadrunners not successful in attempting to reach the top of the berm nearly flipping their quadrunners over backwards, including children as passengers. We have also witnessed a second quadrunner attach a chain and pull another quadrunner to the top because the second quad was unable to successfully climb the berm. As well as many individuals attempting to climb up to the top of the trussell and/or trail and falling down because it is steep.

We have also witnessed and asked to leave numerous juveniles on the trussel throwing rocks onto our property, the street where motorcycles can lose traction as they turn onto or off South River Road, and on two occasions have asked them to leave because they were shooting a gun across the roadway from on top of the railroad overcrossing. On a regular basis cars are parking on our property east of our driveway to access the trail.

The roadway also is curved at this location, and many drivers do not heed the speed limit signs and are continually skidding their tires in an attempt to maneuver the turn at this location. I (Pam) was struck by a driver who was not able to maneuver the turn, skidded through the gravel, hit my car nearly head-on, and my car ended up in the field across the street, as the driver continued to speed toward Jefferson Boulevard. The hit-and-run driver was never apprehended. This area is very confusing to drivers, and people are continually stopping at the intersection of Gregory Avenue and South River Road causing risk of a traffic accident while they attempt to figure out which direction to drive.

There has been an increased amount of truck traffic, including Raley's, semi-tractor-trailer rigs, and delivery trucks, attempting to make South River Road a shortcut, thereby avoiding I-5 traffic.

We think this project lends itself to a good opportunity for the levee improvement project and the City of West Sacramento to correct some of these problems by roadway design and possibly plugging the railroad trussel. All the recreation in this area could be accessed at marinas and boat ramps that are in existence. However

because the railroad trussel allows access in a dangerous way to the public, we are of the opinion that people will still attempt to access the hiking/biking trail if an opportunity exists.

We feel it of utmost importance that this issue is addressed so as to alleviate the levee improvement project and the City of West Sacramento's liability due to injury or death by the public having to find their own access in a dangerous place that is not meant for their use and assisting drivers in finding an easier route to maneuver the river's dangerous and winding roadways.

Please feel free to contact us if you have any further questions that we have not addressed.

Thank you,

Steve & Pam Gould  
4395 Gregory Avenue  
West Sacramento, CA 95691  
[pamelagould@hughes.net](mailto:pamelagould@hughes.net)  
(916)372-4042

From: [Smith, Megan](#)  
To: [southportcomments](#)  
Subject: FW: West Sacramento Southport Levee Improvements (UNCLASSIFIED)  
Date: Tuesday, August 30, 2011 1:01:15 PM

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From: Suazo, John SPK [mailto:John.Suazo@usace.army.mil]  
Sent: Monday, 29 August 2011 14:44 PM  
To: Smith, Megan  
Cc: Turner, Claire Marie SPK  
Subject: FW: West Sacramento Southport Levee Improvements (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Megan,

This is the third comment, to my knowledge, and was the only one that was addressed only to me. Please let me know if you have others, or if you have any questions. Thanks.

John

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From: Rob Hughes [mailto:rob@sigmawebconsulting.com]  
Sent: Monday, August 29, 2011 12:16 PM  
To: Suazo, John SPK  
Subject: West Sacramento Southport Levee Improvements

John Suazo,

I am a resident of Southport in West Sacramento. I received a notice about potential levee improvements in our area. I will not be able to attend the informational meetings, but I wanted you to have my feedback.

Even without seeing the plan, I can tell you that I support levee improvements to the **fullest extent possible**, even if it means greater cost, claiming more land, removing existing structures or modifying the ecosystem. Maximum protection is my greatest priority, and improved recreation will be a welcome bonus.

I understand that some agencies don't like trees and foliage on levees for various reasons, including the extra difficulty involved in inspecting levees. I believe the reasons for having trees are greater, and **I want trees**.

Thanks for receiving my feedback.

Robert Hughes

3079 Apache Street  
West Sacramento, CA 95691

916 273 0638

Classification: UNCLASSIFIED  
Caveats: NONE

From: [addieontheriver@aol.com](mailto:addieontheriver@aol.com)  
To: [southportcomments](#)  
Cc: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)  
Subject: Levee comments  
Date: Friday, September 16, 2011 9:30:59 AM

---

TO: West Sacramento Area Flood Control Agency:

My comment is simple: In your considerations, PLEASE put people who live along the levee FIRST (before animals AND money).

If you do, God will bless your project - and you will succeed in keeping everyone safe in West Sacramento!

God Bless You and help you make the right decision.

THANKS A MILLION for understanding the people who live along the levee.

You should be proud of them for having such wholesome (country) values.

They certainly are an asset to the City of West Sacramento!

Gratefully,

Sister Michael

From: [David Gully](#)  
To: [southportcomments](#)  
Cc: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)  
Subject: Levee Improvement Comments  
Date: Wednesday, September 21, 2011 1:19:59 PM

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To whom it may concern,

I would like to stress my opinion and comments for the levee improvements. I've been a West Sacramento resident for 42 years and have grown to know several friends that live along the the levee. For some reason, these people who live in this area are highly respected people. They are down to earth citizens compared to the newcomers of the West Sacramento area. They have a high amount of respect for the area in which they live as well. Most of them have been here all of their lives from generations passed on. Some are farmers and the forefathers of this land. These are hard working tax paying citizens that have resided in West Sacramento all of their lives. I don't understand why several generations of families would have to give up their homes and or farm land that they have invested in all of these years just for an improvement of the levees.

Improving the levees is a good thing but I think it is very unfair to try and push these human beings out of their homes only because it is the cheaper way to do it. These people have children and a lot of investment in these homes. In my opinion, this beautiful land is the best part of West Sacramento to live in.

I understand that the levees need improvements but I also believe that there is a way to do it by keeping all of these families in their well deserved homes. It is obvious that West Sacramento is trying to uphold a very bright and positive persona. But by forcing people out of their homes isn't acceptable. It will only hurt and bother all of these families, not to mention all the other West Sacramento residents who have knowledge of this for years and years to come.

I also think it is very unfair to offer them a fair market price for their homes when the economy is down far more than average.

Please be more sensitive to the issue that the only way for everyone to win in this situation is to do what is right and the right thing is to keep the families in their homes so that West Sacramento remains a happy community.

It is a dream to be able to live along the River Road. Please don't destroy these dreams of our loveable River Road residents.

Thank you for allowing my input on such an important matter.

Sincerely,

David Gully  
1818 Trinity Way  
West Sacramento, CA 95691

916 372 7638

From: [Smith, Megan](#)  
 To: [southportcomments](#)  
 Subject: FW: Southport Comment (UNCLASSIFIED)  
 Date: Monday, September 26, 2011 8:24:11 AM

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-----Original Message-----

From: Suazo, John SPK [<mailto:John.Suazo@usace.army.mil>]  
 Sent: Monday, 26 September 2011 8:01 AM  
 To: Smith, Megan  
 Subject: FW: Southport Comment (UNCLASSIFIED)

Classification: UNCLASSIFIED  
 Caveats: NONE

In case you had not received this.

-----Original Message-----

From: Thami Rodgers [<mailto:thamirodgers@yahoo.com>]  
 Sent: Sunday, September 25, 2011 7:21 PM  
 To: Suazo, John SPK  
 Subject: Southport Comment

Mr. Suazo - Please confirm receipt of this email.

Thamarah Rodgers Lcomb  
 4444 South River Road  
 West Sacramento, CA 95691

September 26, 2011

Mr. John Suazo  
 U.S. Army Corps of Engineers  
 Sacramento District (CESPK-PD-R)  
 1325 J Street  
 Sacramento, CA 95814

Re: Southport Sacramento River Early Implementation Project ("EIP")  
 West Sacramento, California

I am a homeowner in Southport along the South River Road, specifically within Reach B. My immediate family members also have three additional homes along this route. My entire family has been on these lands for more than 100 years farming, raising families, and passing the land and homes on to the next generation. As has been done for several generations, a portion of this land was handed down to me, to build a home (constructed in 2004) and to raise a family. My children, ages six and eleven, will be the sixth generation to receive the land and homes upon which we currently live. We have organic gardens, horses and goats, small pets, raise chickens for eggs, raise cattle for meat, and have planted and cared for hundreds of fruit trees and more than 75 native and non-native oak trees.

On our home site, there is a vast array of wildlife that will be destroyed when ANY levee improvement is made. Snakes, gophers, hummingbirds, fox, coyote, turkey, turtles, pheasant, the list literally could go on and on. Beyond the natural life, our part of the South River Road is beautifully constructed with well-maintained homes. The traffic on weekends and holidays along our route is incredible as people drive and enjoy the scenery and

wildlife. The rural character and farming history is a draw to the area. Its charm and qualities should be preserved not destroyed as it will and can never be replaced or returned to what it is today.

It is of the utmost importance, that the impending levee improvements be constructed in a way that has the least impact to our homes, families and properties. Please know we are supportive of improving the levees, however the excessive taking of private property in a setback levee scenario as proposed in Alternative 2 is absurd. It is clear the intent is to construct setback levees because the additional funding source will be substantial with this type of improvement. Setback levees should not be the answer. They are expensive from a land acquisition perspective, require the ripping out and then replacing of habitat to the detriment of any living thing in its path, and require enormous state, federal, and local funding efforts. A setback levee is the least favorable option, as it imposes the greatest harm to the residents, farm land, cultures, future generations, and to the beauty and character of the area. It is unconscionable that a few should bear the burden when other solutions exist that still benefit the whole.

Another alternative, Alternative 2, is the combination of an adjacent levee with seepage berm. This alternative is also unfavorable as it too takes most of the homes, destroys existing habitats, and will create the same aesthetic eyesore as stated above.

With the construction of setback levees and seepage berms come situations for environmental considerations. For example, land sites used to borrow soil to construct seepage berms and/or setback levees will never be returned to their present conditions as contractors will gouge out massive areas of land and carry the soil away to construction sites. Not only will seepage berms and setback levees ravage lands and habitats, and devastate families and their future generations, but the areas surrounding the construction site will also experience, possibly 24-hours a day, substantial impacts including: disruptive noise and destructive land vibrations from construction equipment, high volume of dangerous semi-trucks and trailer traffic through neighborhoods and near schools, roadway damage as a result of increase use and heavy load weights caused by semi-truck traffic hauling routes, incapacitating construction and roadway dust, poor air quality and diesel exhaust as a result of heavy equipment and semi-trucks, long traffic delays along main thoroughfares, and dangerous or inaccessible bike paths and jogging routes.

Another alternative plan, specifically Alternative 3, that may include slope flattening with relief wells and/or slurry walls, is the least intrusive to plant, animal and most importantly, human life. This plan is the only plan to save most of the homes along Reach B. Alternative 3 should be the preferred plan as it preserves peoples' homes. If the intent of the Government is to prevent the greatest private injury while providing public safety, then Alternative 3 must be selected as the preferred plan.

Additionally in support of Alternative 3, along Reach B, there have been NO problems with the levee during high water levels. Improvements were made in 1965 and again as a part of a larger project in 1986. The levee in this section is in good shape and should not require drastic improvements that destroy the landscape and private lives.

For these reasons stated, I request Alternative 3 continue to be studied and included as a preferred alternative.

When solutions to an understood problem are only a difference between technical approaches, those solution having the least private injury, yet still accomplishing the same goal, should be the preference.

Thamarah Rodgers Lacombe

Classification: UNCLASSIFIED  
Caveats: NONE



From: [Laurie Melson](#)  
To: [southportcomments](#)  
Subject: levee improvements  
Date: Monday, September 26, 2011 10:11:27 AM

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I'm writing this email in an effort to encourage the City of West Sacramento to design a levee improvement that will not affect the rural homes along the South River Road. As a lifelong resident of West Sacramento we would like to preserve this scenic drive along the river and avoid affecting the residents that have homes their currently.

Thank you for your consideration.

**Laurie C. Melson**

*Property Manager*

**Embarcadero Realty Services LP**

1750 Creekside Oaks Drive, Suite 215

Sacramento, California 95833

916.286.4249 direct

916.646.3245 fax

<http://www.ecp-llc.com>

From: [Dick Sestero](#)  
To: [southportcomments](#)  
Subject: Southport Levee Project  
Date: Monday, September 19, 2011 4:11:58 PM  
Attachments: [South Levee Plan.pdf](#)

---

I attended the presentation last week. I would like to know if you can forward me a copy of the schematic drawings which were on the boards in the rear of the room which showed the approximate footprint of the different levee improvement alternatives in the area circled on the attached plan. Thank you.

Richard D. Sestero  
Project Manager  
Seeno Construction Company  
4021 Port Chicago Highway  
Concord, CA 94520  
Phone: 925-602-7235  
Fax: 925-689-5979  
Cell: 925-858-7999

## Southport Early Implementation Project

**What is the Southport Early Implementation Project?**

A levee improvement project that will improve nearly six miles of the Sacramento River South Levee.

**Why is WSAFCA improving levees in West Sacramento?**

- To increase public safety and protect property, our city's number one priority.
- To achieve a minimum 200-year level of flood protection as required by the Central Valley Flood Protection Board.
- To ensure continuing federal and state funding assistance for levee repairs and maintenance.
- To provide recreation and open space elements for the city where practical and compatible with flood protection improvements and operations.

**What are the benefits of the Southport Early Implementation Project?**

- To increase public safety and protect property.
- Expanded recreational opportunities and open space conservation in West Sacramento; more details will become available as the design process progresses.

**What are Early Implementation Projects (EIPs)?**

EIPs are projects that accelerate remediation of the most significant levee deficiencies and most quickly reduce exposure to flood risks. WSAFCA selects, designs and builds EIPs that assure state and federal funding and regulatory assistance.

**How will the community be affected by the Southport EIP?**

- Most West Sacramento community members will not be directly affected by construction or operation of the Southport EIP.
- WSAFCA is currently working with property owners in the Southport area to perform environmental and engineering surveys necessary to evaluate different levee design alternatives.
- Until the most effective levee alternative is formulated, WSAFCA representatives are unable to specifically determine how community members will be inconvenienced during construction.

**Southport EIP Project Map**

From: [Hogan, Phil - Woodland, CA](#)  
To: [southportcomments](#)  
Subject: Shape files  
Date: Thursday, August 25, 2011 10:01:49 AM

---

Ms Smith:

I was wondering if I could get the GIS shape files for the study area for the Southport Sacramento River EIP.

Thanks!

---

**PHIL HOGAN, District Conservationist**  
**USDA Natural Resources Conservation Service**  
**221 West Court Street, Suite 1**  
**Woodland, CA 95695**  
**(530) 662-2037 X 111**  
**(530) 662-4876 FAX**  
**[phil.hogan@ca.usda.gov](mailto:phil.hogan@ca.usda.gov)**

From: [sdaues](#)  
To: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil); [southportcomments](#)  
Subject: Southport River South Levee EIP  
Date: Friday, August 26, 2011 8:50:40 AM

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Hello Mr. Suazo and Ms. Smith,  
I have just finished reviewing the materials at the City website. I didn't see much substance that would allow for any meaningful comment. Will more project details be available at the meetings? I am not sure I can make either one, so I would appreciate access to the info. For example, I was wondering if the project involved looking at more set-back levee options where there is space to do so, possible abandonment of South River Road, and allowances for future river crossings.  
I am a resident at 2981 Rubicon Way, which is about 3/4 mile from the levee at Linden Road.  
Thanks for your work on this and good luck with the project.

Stephan Daues

From: [Mark Zollo](#)  
To: [southportcomments](#)  
Subject: Southport Sacramento River EIP  
Date: Monday, September 19, 2011 8:52:39 PM

---

Hello,

Will the Project consider the impact of the various levee design alternatives on West Sacramento's ground water levels and, if there are changes, how those changes may effect the city's large caliper tree canopy?

Thanks!

From: [Rivett, John](#)  
To: [southportcomments](#)  
Cc: [michaelb@cityofwestsacramento.org](mailto:michaelb@cityofwestsacramento.org)  
Subject: Southport Sacramento River EIP Meeting Comments  
Date: Sunday, September 18, 2011 9:48:18 PM

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First, I commend West Sacramento's efforts to rebuild and strengthen its levees and mitigate risk for the majority of residents. It appears we're going in the right direction, unlike on the other side of the river, which is beyond our control or jurisdiction. However, a recent article I read left me feeling the levees should have been built long ago—like yesterday!!

The New York Times article *California's Next Nightmare: How a Failing Levee System Could Turn Sacramento into the Next Atlantis* (July 3, 2011) points out how vulnerable we are here. Such triggers for levee failure could come from earthquakes or super storms. Given the erratic weather patterns worldwide over the last several years this should be a major concern for us here. The article didn't even mention global climate change and how water levels are projected to rise.

In the meeting there were several home owners who may be affected by displacement and they questioned the statistical probability of a catastrophic flood, often rather scornfully. After I left the meeting it occurred to me that I should have turned the tables on them and asked if they can guarantee with 100% certainty that a catastrophic flood WILL NOT happen here. We have a history of floods here and we're at a very low elevation. Nobody likes to lose their homes, but how many homes are we looking at saving? I can't imagine it's more than two or three dozen homes on that six mile stretch. America has a long tradition of building in hazardous areas where homes should not have been built. Do we save a few homes and put thousands and thousands of other homes at risk? In this case for public safety, the interests of the greatest number overrule those of a small faction. Besides, if the levees are not rebuilt to appease a small faction, what recourse would the majority have when a catastrophic flood does occur?

Whichever form the project takes, I would like to see more recreational use, like bike paths, and habitat restoration. I also hope the Army Corps of Engineers would abide by the results of their own study and allow trees at the base of levees. The river habitat is equally important.

John Rivett  
2527 La Jolla St  
West Sacramento, CA 95691  
Phone: 916-371-4103

John M. Rivett  
Marquette University  
2527 La Jolla Street  
West Sacramento, CA 95691  
Cell: 414-841-4210

From: [Tony Sauer](#)  
To: [southportcomments](#); [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)  
Cc: ["tonysauer"](#)  
Subject: West Sacramento Levee Wheelchair Access  
Date: Friday, August 26, 2011 12:35:34 PM

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I own a condo at Riva on the River in West Sacramento. My condo is adjacent to the levee and the proposed improvements. Currently there is no wheelchair access to the levee, and I am writing to be sure this issue will be remedied during the levee improvement construction. There are several others besides myself who happen to live in this complex, and we would greatly appreciate being able to enjoy the river with our friends and family.

As you probably know, Section 503 and 504 of the Federal Rehabilitation Act and Title II of the Americans with Disabilities Act require any project or program with Federal or State funding to accommodate people with disabilities. I assume that you have already addressed the access deficiencies in the required Transition Plans and have plans to place ramps up the new levee. Because the Riva on the River Condos house a large number of residents with disabilities, I hope you place a ramp near or at the complex.

I am happy to offer further thoughts or guidance and can be reached via cell at 530-913-7669.

Onward,

Tony Sauer

22

**DELTA PROTECTION COMMISSION**

14215 RIVER ROAD  
P.O. BOX 530  
WALNUT GROVE, CA 95690  
Phone (916) 776-2290 / FAX (916) 776-2293  
Home Page: [www.delta.ca.gov](http://www.delta.ca.gov)



*Contra Costa County Board of Supervisors*

*Sacramento County Board of Supervisors*

*San Joaquin County Board of Supervisors*

*Solano County Board of Supervisors*

*Yolo County Board of Supervisors*

*Cities of San Joaquin County*

*Cities of Contra Costa and Solano Counties*

*Cities of Sacramento and Yolo Counties*

*Central Delta Reclamation Districts*

*North Delta Reclamation Districts*

*South Delta Reclamation Districts*

*Business, Transportation and Housing*

*Department of Food and Agriculture*

*Natural Resources Agency*

*State Lands Commission*

August 22, 2011

Megan Smith, ICF International  
I/C of West Sacramento Area Flood Control Agency  
630 K Street, Suite 400  
Sacramento, CA 95814

Subject: Southport Sacramento River Early Implementation Project  
(SCH#: 2011082069)

Dear Ms. Smith:

The staff of the Delta Protection Commission (Commission) has reviewed the Notice of Preparation (NOP) for the Southport Sacramento River Early Implementation Project draft Environmental Impact Report (EIR) and are providing these advisory comments. Although the project lies outside of the Primary Zone of the Delta, it still has the capability to affect resources of the Delta's Primary Zone environment.

The implementation of flood risk-reduction measures is consistent with the Commission's Land Use and Resource Management Plan for the Primary Zone of the Delta (Management Plan); which includes a goal of supporting the improvement, emergency repair, and long-term maintenance of Delta levees and channels. The Management Plan also includes a policy to support programs to make cost-effective levee investments in order to preserve the economy and character of the Delta.

The NOP also mentions that ecosystem restoration and public recreation opportunities would occur through this project. Ecosystem restoration and public recreation projects are generally consistent with goals and policies of the Management Plan, as long as the projects remain compatible with Delta agricultural practices. If the project will have any possible impact on Delta agricultural, these possible impacts and any proposed mitigation measures should be identified in the EIR.

Thank you for the opportunity to provide input. Commission staff looks forward to reviewing the full EIR/EIS. Please contact the Commission office at (916) 776-2290 if you have any questions about the comments provided.

Sincerely,

Michael Machado  
Executive Director

cc: State Clearinghouse in the Office of Planning and Research

STATE OF CALIFORNIA  
DELTA PROTECTION COMMISSION  
14215 River Road  
P.O. Box 530  
WALNUT GROVE, CA 95690



SACRAMENTO CA 957

22 SEP 2011 PM 4 T

Megan Smith, Project Manager  
ICF International  
630 K St., Suite 400  
Sacramento, CA

9581473331

95814

# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Christopher Lacomb Date: 9/20/11

Telephone: 916 375 1952 Email: Chris.Lacomb@yahoo.com

Affiliation: resident of WS Title (if applicable): \_\_\_\_\_

Street Address: 4444 South River Rd.

City: West Sacramento State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

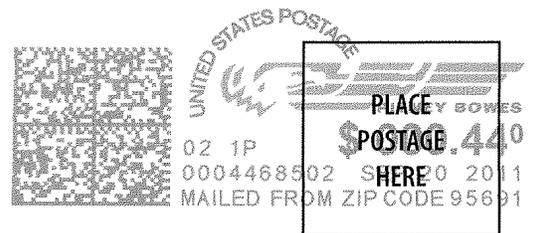
For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

Choose a levee plan that provides 200 year  
flood protection that will not remove homes  
along the levee no matter the cost, these  
residents have lived in this community for many  
years and deserve to be protected from having  
their homes removed. There are plan's to protect  
these homes and City needs to do the slurry  
wall.

# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



# The Southport Sacramento River Early Implementation Project

## Comment Card

Name: Deeden Kimbrough Date: 9-22-11

Telephone: (916) 371-5453 Email: \_\_\_\_\_

Affiliation: Home Owner Title (if applicable): \_\_\_\_\_

Street Address: 1305 Linden Rd.

City: W. Sacto. State: CA. Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

The setback levees will destroy family homes, disrupt animal habitats (already living along the river) and destroy agricultural farms. It saddens me to think the Army Corp of Engineers and the W. Sacto. Area Flood Control Agency could even consider destroying all of these things.

I know that alternative levee improvements can be done without destroying homes & farms. I live on Linden Rd. and believe a slurry wall is being constructed north of my home. A slurry wall through the middle of the existing levee south of Linden Rd. (3ft wide & into the soil 130 feet) isn't impossible, keeping our families & wildlife in their homes. Please consider improving the levees without destroying our beautiful & peaceful country views.

THANK YOU  
Deeden Kimbrough

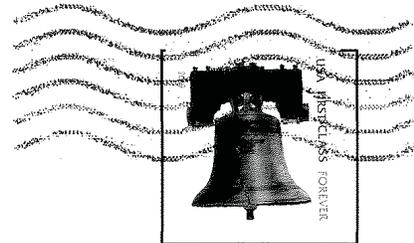
# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

SACRAMENTO CA 957

22 SEP 2011 PM 5 7



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: BRET Culbreth Date: 9/15/11  
 Telephone: 916 438 8300 Email: b.culbreth@calswater.com  
 Affiliation: condemnee Title (if applicable): \_\_\_\_\_  
 Street Address: 4400 S River Rd.  
 City: W. SAC State: \_\_\_\_\_ Zip: 95601

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

① you have the option to do pure flood control but have other agendas thus unnecessary taking our house

② we will not receive "just compensation" because none would sell their property in the worst market since the great depression if they did not have to



**The Southport Sacramento River  
Early Implementation Project**

.....  
PLEASE FOLD ALONG THIS LINE FOR MAILING

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

**PLACE  
POSTAGE  
HERE**

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Kevin Winter Date: 9/15/11

Telephone: 916-681-3634 Email: jwk@icfi.com

Affiliation: son of landowner Title (if applicable): \_\_\_\_\_

Street Address: 8791 Silverberry Ave.

City: EJK Grove State: CA Zip: 95624

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

Instead of a seepage berm why not build a relief well? You do not have to drill that deep in that sandy soil. If seepage berm comes to close to the property on Davis Road will be useless, so you will need to buy us out. Also those lakes near the Marina are not going to go away. Davis Road can't handle all that heavy construction traffic; it is a two lane road that can fall apart easily.



**The Southport Sacramento River  
Early Implementation Project**

.....  
PLEASE FOLD ALONG THIS LINE FOR MAILING

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

**PLACE  
POSTAGE  
HERE**

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Rebecca Wall Date: 9/13/11

Telephone: 916 372 4840 Email: RW@SQ1-STUDIO.COM

Affiliation: RESIDENT Title (if applicable): \_\_\_\_\_

Street Address: 2690 BEVAN RD

City: WEST SACRAMENTO State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

1- Can there be any modifications to the alternative options to save homes?

2- Will this mean W.SAC SIDE WILL BE SAFE FROM BEING PURPOSELY FLOODED TO SAVE SACRAMENTO SIDE? IF NECESSARY

3- WHY WOULD WE NOT DO DREDGING OF THE RIVER (SPLIT COST W SAC SIDE) AS AN ALTERNATIVE OR IN ADDITION TO?

4- IF ARMY CORP HAS WAFFLED ON TREE VEGETATION <sup>CRITERIA</sup> GUIDES, WHOSE TO SAY THEY WON'T WAFFLE ON NEW CRITERIA FOR LEVEE DESIGN?

5- WHAT ABOUT EXIT STRATEGIES IF FLOOD DOES HAPPEN?  
WE DON'T HAVE GOOD ESCAPE ROUTES WITH LIMITED BRIDGES AND ROADS OUT OF THE CITY?

6- I VOTE FOR SLURRY WALL TO SAVE HOMES.

Thanks!



**The Southport Sacramento River  
Early Implementation Project**

.....  
PLEASE FOLD ALONG THIS LINE FOR MAILING

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

**PLACE  
POSTAGE  
HERE**

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Terry Annesley Date: 9/15/11

Telephone: 916/438 8300 Email: tcannesley@calsubro.com

Affiliation: Victim Title (if applicable): \_\_\_\_\_

Street Address: 4400 S. River Rd,

City: W. Sacto State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

1. Being treated like ignorant fools.
2. No truth in planned option (you know what option is planned)
3. Not given a timeline (always vague "estimates", nothing "firm" yet)
4. Quote from Council member does not agree w/ what "info" is given in meetings.



**(The Southport Sacramento River  
Early Implementation Project**

.....  
PLEASE FOLD ALONG THIS LINE FOR MAILING

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

**PLACE  
POSTAGE  
HERE**

**West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814**

29

original sent to  
John Suazo 9/26/11

Albert W. Rodgers  
4440 South River Road  
West Sacramento, CA 95691

September 26, 2011

Mr. John Suazo  
U.S. Army Corps of Engineers  
Sacramento District (CESPK-PD-R)  
1325 J Street  
Sacramento, CA 95814

Re: Southport Sacramento River Early Implementation Project ("EIP")  
West Sacramento, California

I have lived in West Sacramento all of my life, owned a family farming corporation for more than 30 years, and supported development and improvements to the City. I am also in favor of improving the levees in Southport. However, the excessive taking of land and homes is not necessary as proposed by some of the alternatives. Plans exist to fix the levees that do not destroy families and property. Additionally, there are methods being used to fix the levees in other parts of the City that if implemented in Reach B, would save the homes. These are the improvements that can and must be done.

Alternative 3 should be the preferred choice as it saves most of the homes, however, improvements to this plan should further be made in an effort to save the remaining homes.

Current open spaces should be used to establish habitat and to create open spaces for flooding, not land currently occupied by families and homes. It appears "habitat" is more important than "humans".

Reach B has not had problems with its infrastructure EVER - I know as I have lived along this stretch all of my sixty- seven years. Reach B is stable and safe and should not require the most extreme, intrusive, and disruptive improvement plan.

"For the greater good of community" can be achieved while "causing the least private injury".

Respectfully,



Albert W. Rodgers

Megan Smith  
DCI International

By  
11/19/00  
M.P.

30

original sent to  
John Suazo 9/26/11

## Southport Homeowners

Terry Annesley, Vichai Arunyakasem, Cruz and Darlene Charles,  
Bret Culbreth, Vachira Homsilpakul, Chris and Thami Lacomb, Kim McDonald,  
Paul and Mary Palamidessi, Albert [Buck] and Judi Rodgers,  
the Madeline M. Rodgers Trust Estate, Scott S. Rodgers, and Andrew and Cathy Yokoyama

September 26, 2011

Mr. John Suazo  
U.S. Army Corps of Engineers  
Sacramento District (CESPK-PD-R)  
1325 J Street  
Sacramento, CA 95814

Re: Southport Sacramento River Early Implementation Project ("EIP")  
West Sacramento, California

Dear Mr. Suazo:

We are all homeowners in the Southport area of the City of West Sacramento, California and are writing to comment on the EIP following the scoping meetings held on September 15, 2011.

Here is some information about us.

- We all live on South River Road in Reach B of the proposed EIP. Two of the three proposed alternatives will cause us to lose our homes.
- We all live in West Sacramento and work in West Sacramento or run businesses in West Sacramento and we are fully committed to this community. In fact, Thami and Chris Lacomb's children are the 6th generation of the Rodgers family to live on their land. The Rodgers family has been farming land in Reach B for over 100 years.
- We support the flood control projects generally for the City of West Sacramento and each of us signed right of entry agreements permitting WSAFCA to enter on our property to conduct tests and install testing wells in furtherance of the EIP.

We strongly support Alternative 3 Modified - Segment B, Slope Flattening with Relief Wells ("Alternative 3") for the following reasons:

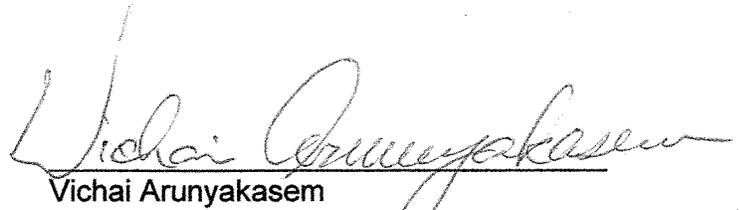
1. Alternative 3 is the only alternative which preserves most (but not all) of the homes along the Sacramento River in Reach B. The other two alternatives will take **every home but one** in this stretch of the river. Each of us is distraught at the thought of losing our home, especially when there is an alternative that will protect them.

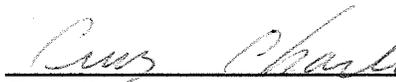
2. We believe Alternative 3 must be studied in the EIR/EIS and that if it is not, the EIR/EIS will be subject to challenge under CEQA. Alternative 3 is the least intrusive alternative, has the least impacts on citizens and results in the least "take" of land and homes. Based on these facts, it should be designated the Preferred Alternative. Further, we understand that Alternative 2 – Segment B, Setback Levee with 250-FT Seepage Berm ("Alternative 2") has been inserted largely to add mitigation land (our land and homes) to the project in a band of land between the new levee and the river in the hope of qualifying for State of California funding. Alternative 2 is not a CEQA alternative; it is nothing but a financing mechanism, at our expense. If only Alternative 2 and Alternative 1- Segment B, Adjacent Levee with 200-FT Seepage Berm ("Alternative 1") are studied in the EIR/EIS, again, we believe that the EIR/EIS will be subject to challenge under CEQA in that (i) the least intrusive alternative has not been included, (ii) Alternatives 1 and 2 fail to adequately mitigate negative impacts and (iii) Alternative 2 is not a true alternative under CEQA, but rather is a device to secure funding at the expense of huge takes of land and homes from West Sacramento citizens.
3. We believe that where there is an alternative that preserves peoples' homes, then government should adopt this alternative, rather than using eminent domain to condemn our homes and land when not absolutely necessary.
4. This is an historic area of West Sacramento and its beauty and appeal add a great deal to our community. The original Silva home, now owned by Terry Annesley and Bret Culbreth, was built in 1906 and is a cultural treasure. West Sacramentans enjoy taking Sunday drives down South River Road and the West Sacramento International Triathlon and the Sacramento Wheelmen follow this route for its country charm. The Walt Gray Charity Ride 2010 and multiple marathons, triathlons and iron man competitions have come down this road. If all the homes are removed from this stretch of the Sacramento River, an important part of West Sacramento culture and history will be lost, as well as the "flavor" and appeal of the South River Road community, to the great detriment of West Sacramento. To put this another way, West Sacramento will lose part of its history if Alternative 3 is not adopted.
5. We understand that there are no engineering barriers to Alternative 3. We have been informed that this alternative may require a slurry wall, similar in depth to that constructed for the I Street Bridge Site or the Rivers Project in the north section of West Sacramento. In fact, the federal Notice of Intent filed in the Federal Register on August 26, 2011, specifically states that the alternatives to be studied include "installing slurry cutoff walls". If the size of the take in Reach B can be reduced by using slurry walls, then we believe this needs to be studied in the EIR/EIS and not dismissed out of hand without consideration.
6. This stretch of the Sacramento River underwent major improvements in 1965 and 1986 and does not have the seepage problems which plague other locations. We understand that there is no critical necessity to do work at this location at this time, except as it has been included with other reaches which do require work.

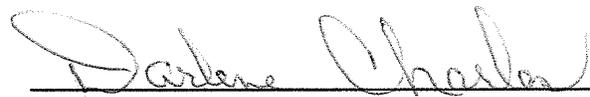
For the reasons stated above, we respectfully request that Alternative 3 continue to be studied, be included as an alternative in the EIR/EIS which the Army Corps of Engineers and WSAFCA will prepare and that it be designated the "Preferred Alternative".

Respectfully submitted,

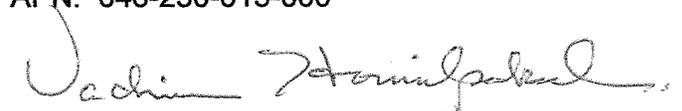
  
Terry Annesley  
4400 South River Road  
West Sacramento, CA 95691  
APN: 046-230-050-000

  
Vichai Arunyakasem  
4360 South River Road  
West Sacramento, CA 95691  
APN: 046-250-011-000

  
Cruz Charles  
4485 South River Road  
West Sacramento, CA 95691  
APN: 046-230-015-000

  
Darlene Charles  
4485 South River Road  
West Sacramento, CA 95691  
APN: 046-230-015-000

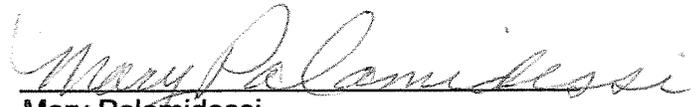
  
Bret Culbreth  
4400 South River Road  
West Sacramento, CA 95691  
APN: 046-230-050-000

  
Vachira Homsilpakul  
4360 South River Road  
West Sacramento, CA 95691  
APN: 046-250-011-000

  
Chris Lacombe  
4444 South River Road  
West Sacramento, CA 95691  
APN: 046-230-057-000

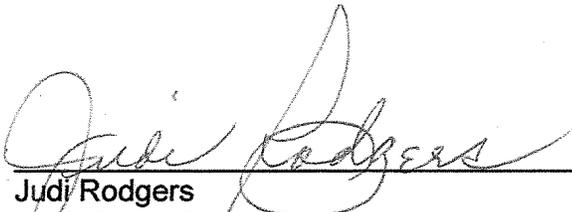
  
Thami Lacombe  
4444 South River Road  
West Sacramento, CA 95691  
APN: 046-230-057-000

  
Kim McDonald  
4390 South River Road  
West Sacramento, CA 95691  
APN: 046-230-053-000

  
Mary Palamidessi  
4380 South River Road  
West Sacramento, CA 95691  
APN: 046-250-013-000

  
Paul Palamidessi  
4380 South River Road  
West Sacramento, CA 95691  
APN: 046-250-013-000

  
Albert [Buck] Rodgers  
4440 South River Road  
West Sacramento, CA 95691  
APN: 046-230-056-000



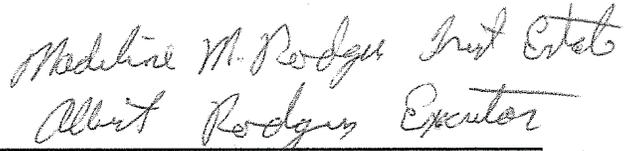
Judi Rodgers  
4440 South River Road  
West Sacramento, CA 95691  
APN: 046-230-056-000



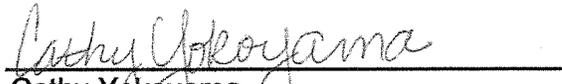
Andrew Yokoyama  
4410 South River Road  
West Sacramento, CA 95691  
APN: 046-230-048-000



Scott S. Rodgers  
4370 South River Road  
West Sacramento, CA 95691  
APN: 046-250-018-000



Madeline M. Rodgers Trust Estate  
4440 South River Road  
West Sacramento, CA 95691  
APN: 046-260-016-000



Cathy Yokoyama  
4410 South River Road  
West Sacramento, CA 95691  
APN: 046-230-048-000

Megan Smith, Project Manager  
ICF International  
630 K Street, Suite 400  
Sacramento

Salvatore Corp

From: [Bennis, David](#)  
To: [southportcomments](#)  
Subject: Levee improvements  
Date: Monday, September 26, 2011 6:16:47 PM

---

As a West Sacramento home owner and resident my family and I do not support any measures that would not make saving existing homes a priority. The charm of West Sacramento is that there are older large properties so close to the river and downtown. When we want to take a drive/walk it is not to one of our newer neighborhoods, it is along the river road and through the older rural homes. None of our new developments can replace what these families have built and deserve to keep. Taking their homes is nothing but a selfish option that I can not believe the city is considering. We understand the improvements need to be made however not at the cost of displacing anyone....when there are other options. The reality is there would still be plenty of natural habitat around the river and the ideas/excuses for making this a community space are a sales pitch.

We are shocked and amazed by the insensitivity some of our community leaders have displayed by only supporting the belief that "these homes must go". The reality is we all know of other feasible options for this small stretch of the river that would provide the same security from future flooding/ levee breaches.

Using levee improvements as an excuse to take what these families have built over several generations so it can be redistributed to a developer under the guise of "levee improvements" would be a tragedy. Any elected official who does not support these families will lose my future votes.

Ask yourself, what is the right thing to do? If there is an option that does not take from these people something that can not be replaced why would that not be the option you choose?

**Any elected official who does not support these families will lose my future votes.**

The Bennis Family  
916-201-7853

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From: [Kelly Magreevy](#)  
To: [southportcomments](#)  
Cc: [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)  
Subject: Levee Improvements project  
Date: Tuesday, September 27, 2011 6:38:36 AM  
Attachments: [image003.png](#)

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Hello,

I attended the meeting held on Sept. 15<sup>th</sup> regarding the levee improvement project for West Sacramento. If I hadn't known the intricate details on this project, I would have been misled regarding the impact on West Sacramento families.

The speaker was very articulate and spoke about what levee improvements would do for West Sacramento: recreation opportunities, preserving vegetation, wildlife, creating more jogging trails along the river, increasing marina access. What wasn't stated during the second meeting was the impact on West Sacramento families, some that have been here for over 100 years. These families that lived along the levies, were going to lose their homes.

As a West Sacramento real estate consultant, resident, and friend of these families I am very concerned. As of today, there are over 300 families currently in default of their mortgage, is scheduled for auction or is bank owned. These do not include residents that have missed mortgage payments and have not yet had a notice of default filed. I work with West Sacramento residents in the short sale market and know of several homeowners in this situation and I am currently helping them in short selling their home.

Current market value for these homes, which I believe the city is going to pay, is not going to be enough for some of these homeowners. We have seen a dramatic decrease in the home values in West Sac. Bridgeway Lakes homes are currently being sold between \$250k-\$450k for the properties on the lake. These homes were once worth \$600k-\$850k. What is going to happen to these homeowners along the levy road when the city pays them off and they still have a mortgage balance AND have to buy another place to live? It isn't as easy as it used to be to secure a home for purchase. To ask these homeowners, that did nothing wrong but play by the rules, to take a low payout for their homes, move their belongings, watch their homes be destroyed, and enter this volatile housing market is WRONG.

The projects that save EVERYONES' home needs to be considered and put in place. West Sacramento has already lost many residents and businesses due to the downturn of the economy. We can't lose our long term residents and they can't lose their homes and land. The army corps of engineers need to implement the option that allows EVERYONE along the River road to stay in their homes.

If you need any further information regarding market trends, analysis of homeowners in West Sac currently in foreclosure, default, etc. Please contact me! Thank you!

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From: [Eric Fredericks](#)  
To: [southportcomments](#)  
Cc: [Arthur Murray](#)  
Subject: Request Extension for Southport Sacramento River Early Implementation Project Comments  
Date: Monday, September 26, 2011 4:13:24 PM

---

Hello,

Caltrans would like to request an extension for comments on the NOP for the Southport Sacramento River Early Implementation Project. We anticipate being able to deliver a comment letter within the next 2-3 days if that is ok.

Thanks for your consideration,

Eric

--

Eric Fredericks  
Chief, Office of Transportation Planning - South  
Caltrans District 3  
Sacramento Area Office  
Desk (916) 274-0635  
Email: [eric\\_fredericks@dot.ca.gov](mailto:eric_fredericks@dot.ca.gov)



September 26, 2011

Mr. John Suazo  
 U.S. Army Corps of Engineers, Sacramento District  
 Attn: Planning Division (CESPK-PD-R)  
 1325 J Street  
 Sacramento, CA 95814

Megan Smith, Project Manager  
 ICF International  
 630 K Street, Ste. 400  
 Sacramento, CA 95814

RE: Scoping Comments for EIS/EIR for the Southport Sacramento Early Implementation Project

Dear Mr. Suazo and Ms. Smith,

Thank you for the opportunity to provide scoping comments on WSAFCA's Southport Early Implementation Project. We understand the opportunity and the importance of the proposed levee project and share WSAFCA's interest in protecting and restoring riparian forests along the levees for both habitat and public recreation purposes.

Defenders of Wildlife (Defenders) is a national non-profit organization with a field office in Sacramento, California. Defenders is dedicated to the protection of all native wild animals and plants in their natural communities.

Friends of the River (FOR) was founded in 1973 and is dedicated to the protection, preservation, and restoration of California's rivers, streams, watersheds, and aquatic ecosystems. FOR has been involved in activities to protect and restore the Sacramento and San Joaquin Rivers and their tributaries for more than 30 years.

Our most urgent concern with the Southport Early Implementation Project is the difficult relationship it has with the Army Corps of Engineers' (Corps) Levee Vegetation Policy. We appreciate WSAFCA's obvious interest in retaining vegetation on and near its waterways—and have some understanding of the difficulties it will face attempting to reconcile the two potentially conflicting goals.

We offer these comments to help WSAFCA and the Corps adequately define the appropriate scope of the environmental review required in the EIS/EIR.

### **Cumulative Impacts Analysis is Required**

When the Corps changed its policy to require the removal of vegetation on levees, they did not, per the requirements of NEPA, complete a programmatic EIS to analyze the

environmental implications of changing this policy. A programmatic EIS should have contained an analysis of the cumulative impacts of implementing the new vegetation removal policy nationwide. Cumulative impacts analyses are important because they provide necessary information to understand how a specific project and its impacts fit into a wider environmental picture. Because no programmatic EIS was completed, there is no baseline of environmental information for this project to tier off of and as such, it is impossible to truly and adequately understand the wider environmental implications of this project. Such analysis, by law, was required to have been done in writing in an EIS or at least an EA, but the Corps prepared no such document under NEPA prior to changing its policy on levee vegetation.

Without a programmatic evaluation and a cumulative impacts analysis, the project specific EIS/EIR will be inadequate. At a minimum, the Corps should perform a cumulative impacts analysis to assess the environmental impacts of implementing its vegetation removal policy throughout California. Preferably, the Corps will perform a programmatic EIS to evaluate the cumulative impacts of its policy nationwide. Until such a review has been completed, it is our view that any project specific EIS will be deficient and the required implementation of the vegetation removal policy is illegal.

### **Corps' Vegetation Removal Policy Cannot be a "Given"**

The Corps posted its "Literature Review-Vegetation on Levees" prepared by the Corps' Engineer Research and Development Center on its web site on about July 26, 2011. Among the conclusions were, "Both benefits and risks of converting wooded levees to grass-covered levees, including the engineering feasibility and economic costs of such conversion, have yet to be fully investigated." (Summary, p. 16).

The Corps posted its "Initial Research into the Effects of Woody Vegetation on Levees" prepared by the Corps' Engineer Research and Development Center" on its web site on about September 8, 2011. Among the conclusions of the study was that: "Because of the extreme variability in geology, tree species, climate, and soils, the impact of trees on levees must be analyzed on a case-by-case basis." (Vol. 4, Summary at p. 29). Also, "Results indicated that a tree can increase or decrease the factor of safety with respect to slope stability depending on the location of the tree on the levee." (Id.).

Unless the Corps withdraws its guidance requiring the removal of vegetation including ETL 1110-2-571, an EIS is required to address vegetation removal including possible risks to levees and thus public safety of removal of vegetation from levees as well as other environmental consequences of vegetation removal ranging from loss of essential habitat for endangered species to destruction of the aesthetics of tree-lined rivers. Corps vegetation removal guidance including the concept of "non-compliant vegetation" cannot lawfully be accepted as a "given" because it was adopted in the absence of preparation of an EIS as set forth above.

### **ESA Consultation is Required**

The trees and shrubs on California's levees, including those in the Southport Early Implementation Project, represent the last remaining 5% of riparian habitat left in the state. As such, even small numbers of trees and shrubs are critically important to many threatened and endangered species including Swainson's Hawk, Valley Elderberry Longhorn Beetle, and salmon and steelhead.

Section 7 of the Endangered Species Act requires agencies to consult with the appropriate wildlife agency to ensure that any action it authorizes (such as the removal of vegetation on

levees) is not likely to jeopardize the continued existence of an endangered or threatened species. The Corps failed to initiate and complete consultation with wildlife agencies, the FWS and NMFS as required by the ESA, 16 U.S.C. § 1536(a)(2), prior to requiring the removal of levee vegetation that provides habitat essential to a number of endangered species. The Corps, like all federal agencies, must comply with the regulations promulgated by the FWS and NMFS, 50 C.F.R. §402.03, which provide that “Section 7 [of the ESA] and the requirements of this part apply to all actions in which there is discretionary Federal involvement or control.”

The Corps must undertake Section 7 consultation with FWS and NMFS to determine whether there are impacts to species from the removal of vegetation on levees. Similarly, the project-specific EIS/EIR must evaluate the likely impacts to threatened and endangered species and their habitat from the various project alternatives.

### **Vegetation on Levees Should be Preserved**

California once had vast riparian forests in the great Central Valley along the Sacramento and San Joaquin Rivers, their tributaries and in the Delta. Since the arrival of Europeans and the beginning of modern development including gold mining in the mid-nineteenth century, intensive agricultural and urban development, and enormous population growth, about 95% of the riparian forests have vanished from the Central Valley. There have also been enormous losses of riparian forest in other parts of the State ranging from the Bay Area to Southern California.

For decades the Corps has allowed, encouraged, and in many situations required the maintenance and planting of trees and shrubs on California levees. Because of the loss of about 95% of the riparian forest in California, the trees and shrubs on and within 15 feet of the levees constitute most of the remnant 5% or so of the riparian forest. This surviving remnant of the riparian forest is of critical importance as vital habitat for fish, birds, and animals including endangered species, as well as for shade, scenic beauty, aesthetics, and recreational enjoyment by residents, drivers, boaters, swimmers, fishermen, motorcyclists, bicyclists, joggers, walkers, bird watchers and other recreational users and nature enthusiasts. For example, enjoyment of the scenic beauty afforded by tree-lined rivers is close, affordable, and open to all including those residents of such cities as Sacramento and West Sacramento who would find it difficult or impossible to travel to more distant locations to experience natural outdoor scenic beauty.

It is our collective position that the Corps’ vegetation removal policy should not be implemented and that the vegetation should be allowed to remain on the levees.

### **Alternatives Analysis**

The heart of an EIS is the alternatives analysis. WSAFCA must rigorously explore and objectively evaluate all reasonable alternatives. Preserving existing vegetation on the levees should be a top consideration for each of the alternatives proposed for evaluation. The alternatives analysis should also address whether so-called “non-compliant vegetation” enhances or imperils levee integrity and analyze the environmental consequences of denuding a levee of its trees and shrubs.

Additionally, in instances where retaining levee vegetation is not possible, the EIS/EIR should clearly explain and evaluate various options for mitigating lost vegetation. The alternatives analysis should also seek to answer the following questions: How many trees would be lost in each alternative? What impacts would the loss of habitat cause on birds, animals, and fish? Which of the impacted species are threatened or endangered and what is the best way to mitigate impacts to these species? What are the effects of lost vegetation on property values and the aesthetic and recreational values provided by the levees?

Finally, we propose the addition of a pure “fix in place” alternative. While there is too little information to endorse a specific alternative, we feel that a “fix in place” alternative would provide a necessary book-end to the analysis and yield helpful information on the relative merits of all of the alternatives being considered. The EIS/EIR should thoroughly develop a “fix in place” alternative which would save vegetation except where a site-specific case by case analysis demonstrates the need to remove a particular tree and which would also avoid some of the impacts on aesthetics and private property owners inherent in the other alternatives proposed for analysis. We think a thorough analysis of a “fix in place” alternative will help WSAFCA clearly and thoroughly articulate why whichever alternative is chosen as the preferred alternative is the superior alternative.

**Additional Comment on Meeting Notice**

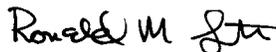
While this is not particularly germane to the scoping of the EIS/EIR, we feel compelled to provide a word of caution. On the September 22, 2011, we received a save the date notification for the Southport EIP Environmental Agency-NGO Stakeholders meeting #3. The notice states that Item 2 on the preliminary agenda for Meeting #3 will be: “Presentation of two design alternatives that will go before the WSAFCA Board in December for authorization to proceed in the detailed design process.” We are unsure what “detailed design process” means. If the term “detailed design process” means construction-level (rather than NEPA/CEQA-alternative design level), then please note that none of the NEPA or CEQA processes ranging from scoping, to the draft EIS/EIR and public review and comment stage, or final NEPA and CEQA process have been completed. There are no draft scoping or later stage environmental documents available for review. It seems premature to narrow down the alternatives to only two this early in the process. We believe that at this time there should be a minimum of three or more reasonable alternatives to consider and evaluate, not including the always required no-project alternative.

Again, thank you for the opportunity to provide scoping comments on the Southport Early Implementation Project. We look forward to working with you to provide a robust environmental analysis and to reviewing the draft EIS/EIR.

Sincerely,



Kelly Catlett, J.D.  
Defenders of Wildlife



Ronald Stork  
Friends of the River

From: [NC](#)  
 To: [southportcomments](#); [john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil); [kljsv@aol.com](mailto:kljsv@aol.com); [MChase@boutinjones.com](mailto:MChase@boutinjones.com); [Heather Vierra](#)  
 Subject: Southport Levee Project  
 Date: Monday, September 26, 2011 9:18:40 PM

---

September 26, 2011

West Sacramento Area Flood Control Agency and  
 Mr. John Suazo U.S. Army Corps of Engineers

To Whom It May Concern:

This letter addresses the proposal of the Southport Sacramento River Early Implementation Project and how this project will affect the owners of the homes and farm lands within this 6 mile levee area. First and foremost it was stated that all residents east of Jefferson Blvd. in the 6 mile levee area were notified by mail of the project intent. This is not true. Many residents received nothing in the mail and have no knowledge of this project.

The few notices that were mailed out gave very little time for any meaningful fact finding and informational gathering. Additionally the time given to respond with comments was extremely short. Given the fact that the loss of our homes and land are being threatened, more notice and time to evaluate this should certainly be given.

These homes and farmlands are irreplaceable. These are five generation farms and farming families. One home in particular, the old Houglan home at 4400 South River Road was built by one of these farming families in 1904.

Flood control is important. However, there are ways of doing this without taking these homes and important farmlands. Throughout the two meetings and within the few notices that were mailed out references were continually made to "habitat establishment and recreational opportunities" this project would create. Much of the proposed land to be taken from the owners of these properties is to be devoted to these uses. When have recreational pursuits and habitat become more important than fertile farmlands and the families who have toiled for generations to establish these these farms?

The levees along the American River and the levee on the Sacramento County side have been shored up and improved without taking people's homes and property. Why are we being handled differently? Is it because there are so few of us compared to those above mentioned projects? The condos just south of the locks and at the beginning of South River Road are just 80 feet from the very levee we are discussing and they are not being removed, destroyed or threatened. Why? The CHP academy along the levee north of Bryte is not being removed. Why? However, we have been informed to get ready to give up our homes and family farms. This smacks of special treatment and special interests.

We ask that more time is given to the owners of these properties to gather information. We are confident that there are ways to improve these levees without destroying some of the most important parts of West Sacramento's historical farms and homes. Make no mistake, our homes and property will not be taken from us without a fight.

All the following are in complete agreement of this letter:

- 1) Ken and Nancy Conley  
4610 South River Road  
West Sacramento, CA. 95691
- 2) David Vierra  
4610 South River Road  
West Sacramento, CA. 95691
- 3) Richard and Karen Vierra  
908 Woodlake Lane  
Roseville, CA. 95661
- 4) Heather Vierra  
2668 Crystal Court  
West Sacramento, CA. 95691
- 5) Gary Gaunt  
2998 Diane Court  
West Sacramento, CA. 95691
- 6) John and Karen Vierra  
2515 Davis Road  
West Sacramento, CA. 95691

From: [Philip Carson](#)  
To: [southportcomments](#)  
Subject: SPARING HOMES EVEN WITH LEVEE IMPROVEMENTS IN SOUTHPORT, WEST SAC.  
Date: Monday, September 26, 2011 6:58:05 PM

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As a relatively new neighbor in the Southport area of West Sacramento, I am concerned about families losing their homes and land to levee improvements. I am not against levee improvements per se as there are several options that the engineers can take that would spare EVERYONE their home. Please take these kinds of options that spare the folks their homes. Indeed, how would you feel if you were in their shoes through no fault of your own, as they are! Do the sensible thing, the reasonable alternative! Set a good example!

Regards,

Philip Carson,

West Sacramento resident

From: [Smith, Megan](#)  
To: [southportcomments](#)  
Subject: FW: Southport Sacramento River EIP (UNCLASSIFIED)  
Date: Tuesday, September 27, 2011 8:51:32 AM  
Attachments: [Southport Sac River EIP.pdf](#)  
[OLD WSLIP NOI ltr.pdf](#)

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-----Original Message-----

From: Suazo, John SPK [<mailto:John.Suazo@usace.army.mil>]  
Sent: Tuesday, 27 September 2011 7:45 AM  
To: Smith, Megan  
Subject: FW: Southport Sacramento River EIP (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

-----Original Message-----

From: Kelly.ThomasP@epamail.epa.gov [<mailto:Kelly.ThomasP@epamail.epa.gov>]  
Sent: Monday, September 26, 2011 5:06 PM  
To: Suazo, John SPK  
Subject: Southport Sacramento River EIP

John,

Here's our comments on the NOI. The second letter (our comments on the earlier NOI) is an enclosure for the first letter. Feel free to give me a call if you have questions.

Tom Kelly  
Environmental Review Office (CED-2)  
U.S. EPA  
75 Hawthorne St.  
San Francisco, Ca 94105

Phone: (415) 972-3856

Classification: UNCLASSIFIED  
Caveats: NONE



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

September 26, 2011

Mr. John Suazo  
U.S. Army Corps of Engineers  
Sacramento District,  
Attn: Planning Division (CESPK-PD-R)  
1325 J Street, Sacramento, CA 95814

Subject: Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS)/Draft Environmental Impact Report on the Section 408 Permission for the Southport Sacramento River Early Implementation Project (EIP), Yolo County California

Dear Mr. Suazo:

The U.S. Environmental Protection Agency (EPA) is providing comments on the Federal Register Notice published August 26, 2011 requesting comments on the subject action. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

We participated as a cooperating agency on the West Sacramento Levee Improvement Program (WSLIP), California Highway Patrol Academy and the Rivers Early Implementation Projects (EIPs). EPA appreciates the Corps cooperation on the previous project and encourages review of our comment letters on Highway Patrol and Rivers EIPs. We provide the following comments as a supplement to our earlier Notice of Intent comments, which we have enclosed with this letter.

### **Existing Conditions**

The DEIS should clearly describe the existing conditions of the Southport Sacramento River levees. The DEIS should include the age, design elements, construction techniques, underlying geologic strata and other readily obtainable relevant information about the current levees. The DEIS should also include specific information on existing land use, the number and type of structures (both existing and if appropriate planned structures) to be protected by the levees, flood control practices, biological resources (e.g., threatened and endangered species, wetlands and riparian areas, sensitive or unique resources).

### **Alternatives Analysis**

The DEIS should include a thorough analysis of setback levees. An estimated 95% of riparian habitat has been lost along the Sacramento River due to wood harvest, flood control, conversion to agriculture, and urban development. Setback levees offer an opportunity to restore habitat. While setback levees are not possible at many locations around West Sacramento, the Southport Sacramento Levee EIP does present this opportunity. Additionally, levees built along the edge of California rivers often overlie material that may be inappropriate for levee construction, such as

alluvial deposits. The expense of retrofitting poorly constructed and poorly located levees to meet federal and state standards may improve the financial viability of setback levees.

### **Addressing Residual Flood Risk**

As recommended by the National Association of Flood Plain Managers, the design of levees should include improved methods of providing resiliency. Specifically, fail-resistant spillways built into levees so that when the levee design is exceeded, excess flow spills through that area, preventing catastrophic overtopping or failure of the structure.

The National Association of Flood Plain Managers also recommend communication of the residual risk behind levees on a regular basis. The communication should be an explicit component of all aspects of proposed and current levee activities. It should include notification to all property owners of the risk (e.g. notice in annual water bill, tax bill, or notice in the property deed) along with other measures such as posting signs in all land areas at risk behind the levees. All communication should clearly describe the level of protection provided by levees, that the levees may fail or be overtopped, and that the area is a floodplain, with indications of the depth of flooding when the levee fails or is overtopped. Communication to the property owners should also provide clear information on their role if an evacuation is ordered.

As recommended by the Corps, the National Association of Flood Plain Managers, and the National Association of Flood and Stormwater Agencies<sup>1</sup>, “residual risk areas behind levees should be mapped and the purchase of flood insurance required for structures in that area.”

### **Cumulative Impacts**

Levee projects often induce growth such as housing development. The DEIS should describe the reasonably foreseeable future land use changes and the associated impacts that will result from the additional flood protection. The document should provide an estimate of the amount of growth and the likely location.

### **Borrow Sources**

The DEIS should describe the source for borrow material and the certification process for assuring the material is free of contaminants. Should this project occur after the Corps’ Sacramento River Deep Water Ship Channel Project, we suggest consideration of the channel’s dredged material for levee construction.

### **Health Impacts**

In addition to the environmental health risks posed by the project, EPA encourages the Corps and project proponent to remain focused on seeking recreation opportunities for local residents. As recommended in the recent National Academy of Sciences study<sup>2</sup>, the DEIS should include a description of relevant baseline health conditions for the community as well as an analysis of the project’s impacts.

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<sup>1</sup> See <http://www.nfrmp.us/docs/FinalASFPM-NAFSMAJoinSummittRecc.pdf>

<sup>2</sup> Improving Health in the United States: The Role of Health Impact Assessment, September 2011, National Research Council of the National Academy of Sciences (Note: Appendix F summarizes Analysis of Health Effects under the National Environmental Policy Act.)

We appreciate the opportunity to review this Notice of Intent. When the DEIS is released for public review, please send one hard copy and one electronic copy to the address above (mail code: CED-2). If you have questions, please contact me at (415) 972-3856 or [kelly.thomasp@epa.gov](mailto:kelly.thomasp@epa.gov).

Sincerely,

A handwritten signature in black ink that reads "Tom Kelly". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Tom Kelly  
Environmental Review Office  
Communities and Ecosystems Division

cc: Megan Smith, ICF International  
Central Valley Flood Protection Board, Sacramento  
Central Valley Regional Water Quality Control Board, Rancho Cordova  
Federal Emergency Management Agency, San Francisco  
U.S. Fish and Wildlife Service, Sacramento  
National Marine Fisheries Service, Santa Rosa





**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION IX**

**75 Hawthorne Street**

**San Francisco, CA 94105-3901**

February 26, 2009

Mr. Brian Buttazoni  
U.S. Army Corps of Engineers  
Sacramento District  
Attn: Planning Division (CESPK-PD-RA)  
1325 J Street  
Sacramento, CA 95814-2922

**Subject:** Scoping Comments for 408 Permission to the Central Valley Flood Protection Board and 404 Permit to the West Sacramento Area Flood Control Agency for the West Sacramento Levee Improvements Program, Yolo and Solano Counties, California

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published January 27, 2009 requesting comments on the U.S. Army Corps of Engineers (COE) decision to prepare a programmatic and project-specific Draft Environmental Impact Statement (DEIS) for the above action. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The COE will consider granting both 408 permission to the Central Valley Flood Protection Board (CVFPB) and a 404 permit to the West Sacramento Area Flood Control Agency (WSAFCA) for their proposed West Sacramento Levee Improvements Program (WSLIP). The WSLIP would address identified levee deficiencies in order to provide a 200-year level of flood protection for the entire City of West Sacramento by improving 50 miles of levees that protect it. Recreational and open space elements that are compatible with flood improvement actions are included in the program. Three sites - CHP Academy Site, The Rivers Site, Sac Bank Extension Site – would be analyzed at a project-specific level in this DEIS.

EPA acknowledges the need for reliable flood protection for the highly urbanized West Sacramento area. We remain concerned with the residual flood risk to development in a deep floodplain protected by levees. We recommend implementing a flood safety plan, if not already in place, as part of the effort to reduce flood risks and prior to approval of additional major development. We also recommend the DEIS describe how WSAFCA and its members will ensure development does not compromise the flood-damage-and-risk-reduction achievements of the WSLIP nor constrain effective flood protection management.

We recommend the DEIS include a clear description of past, present, and proposed West Sacramento flood protection and development projects in order to place the proposed WSLIP within the context of regional land use planning and floodplain and flood control management.

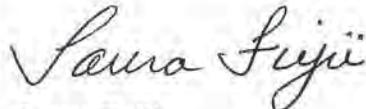
At a minimum, describe the interplay, if any, between the WSLIP and the Sacramento River Bank Protection Project, American River Water Forum Agreement, and flood control and restoration projects on the Sacramento River (e.g. Yolo Bypass, Natomas Levee Improvement Project).

We are also concerned that potential climate change may alter the intensity, timing, and volume of storm and rain events, posing additional challenges in providing reliable flood protection for the area. Other EPA concerns include effects on water quality, changes in channel alignment and hydraulics, air quality, effects on riparian and oak habitat, and potential effects on anadromous fish and other sensitive species.

It is our understanding that the methods for determining flood risk, appropriate flood protection levels, and management of levee vegetation, have been evolving over the years. The DEIS should provide a detailed description of the current Federal Emergency Management Agency (FEMA) floodplain management and insurance regulations, the FEMA and COE flood risk assessment for the West Sacramento area, and COE levee vegetation management policies.

We appreciate the opportunity to review this NOI. Detailed general scoping comments are enclosed for your information. When the DEIS is released for public review, please send one hard copy and one CD to the address above (mail code: CED-2). If you have questions, please contact me at (415) 972-3852 or [fujii.laura@epa.gov](mailto:fujii.laura@epa.gov).

Sincerely,



Laura Fujii  
Environmental Review Office  
Communities and Ecosystems Division

Enclosure: Detailed Comments

cc: Central Valley Flood Protection Board, Sacramento  
Michael Bessette, West Sacramento Area Flood Control Agency  
John Powderly, City of West Sacramento  
Central Valley Regional Water Quality Control Board, Rancho Cordova  
Federal Emergency Management Agency, San Francisco  
U.S. Fish and Wildlife Service, Sacramento  
National Marine Fisheries Service, Santa Rosa

**EPA DETAILED SCOPING COMMENTS FOR 408 PERMISSION TO THE CENTRAL VALLEY FLOOD PROTECTION BOARD AND 404 PERMIT TO THE WEST SACRAMENTO AREA FLOOD CONTROL AGENCY FOR THE WEST SACRAMENTO LEVEE IMPROVEMENTS PROGRAM, YOLO AND SOLANO COUNTIES, CALIFORNIA, FEBRUARY 26, 2009.**

**National Environmental Policy Act**

EPA recommends the Draft Environmental Impact Statement (DEIS) include a clear description of the basic project purpose and need, project alternatives, potential impacts to the environment, and mitigation for these impacts. Particular attention should focus on an evaluation of the environmental impacts of the proposal and alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options for the decision maker and the public (40 CFR 1502.14). In addition, NEPA requires evaluation of indirect and cumulative effects which are caused by the action (40 CFR 1508.8(b) and 1508.7).

**Existing Conditions**

The DEIS should clearly describe the existing conditions of the levees for the City of West Sacramento. Include specific information on existing land use, flood control practices, biological resources (e.g., threatened and endangered species, wetlands and riparian areas, sensitive or unique resources), and unresolved erosion management and flood protection issues and needs.

**Alternatives Analysis**

We recommend consideration of ideas provided by the public and of reasonable alternatives not within the jurisdiction of the lead agency (40 CFR Section 1502.14(c)). There should be a clear discussion of how each alternative was developed and the reasons for the elimination of alternatives not evaluated in detail. We recommend developing a range of alternatives which bracket any potential bank protection and levee setback alternatives.

**Cumulative Impacts**

The DEIS should include a section evaluating potential cumulative impacts of all direct, indirect, and reasonably foreseeable future projects. This section should describe the process used to evaluate cumulative effects. Of specific interest would be potential cumulative impacts to special aquatic sites, air quality, water quality, water supply, anadromous fish, and threatened, endangered and sensitive species and their habitat. For instance, describe how the proposed levee improvements will affect other projects on the Sacramento River, Yolo Bypass, and Deep Water Ship Channel.

**Water Quality**

1. The DEIS should briefly discuss how the proposed levee improvements program will comply with State and local water quality management plans and State-adopted, EPA-approved water quality standards. Provide information on how the project will assure compliance with the State nonpoint source pollution program. EPA recommends that the project proponents fully coordinate with the appropriate Regional Water Quality Control Board to ensure protection of water quality and maintenance of beneficial uses.

2. In addition, the DEIS should fully disclose potential beneficial and/or adverse impacts to water quality, wetlands, and aquatic ecosystems. The discussion should include an evaluation of potential impacts on existing fisheries, especially the threatened and endangered Chinook salmon.

Include information on:

- The potential of the proposed project to cause beneficial and/or adverse aquatic impacts such as increased siltation and turbidity; changes in the direction of stream flow, substrate, dissolved oxygen, and temperature; and habitat deterioration.
- Critical fish habitat, especially spawning and rearing areas; and other sensitive aquatic sites such as wetlands. Outline past and potential beneficial uses of these areas, and disclose potential impacts from the proposed levee improvement activities.

3. Discuss specific monitoring programs that will be implemented before and after proposed levee improvement actions to determine potential impacts on water quality and beneficial uses, and whether maintenance and protection of water quality is being guaranteed.

#### Wetlands: Section 404 Comments

We recommend that the DEIS include a separate section addressing compliance with Section 404 of the Clean Water Act and potential impacts to special aquatic sites (e.g., wetlands, open water, marshes, riparian woodlands). This section should identify Section 404 Clean Water Act requirements, underlying assumptions and conclusions, and management and mitigation proposals to ensure compliance with these requirements.

EPA will review the proposed action for compliance with the Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials (40 CFR 230) [hereafter referred to as the Guidelines], promulgated pursuant to Section 404(b)(1) of the Clean Water Act (CWA). To comply with the Guidelines, the proposed actions must meet all of the following criteria:

- There is no practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem (40 CFR 230.10(a)).
- The proposed action does not violate State water quality standards, toxic effluent standards, or jeopardize the continued existence of federally listed species or their critical habitat (40 CFR 230.10(b)).
- The proposed action will not cause or contribute to significant degradation of waters of the United States, including wetlands (40 CFR 230.10(c)). Significant degradation includes loss of fish and wildlife habitat, including cumulative losses.
- All appropriate and practicable steps are taken to minimize adverse impacts on the aquatic ecosystem (i.e., mitigation) (40 CFR 230.10(d)). This includes incorporation of all appropriate and practicable compensation measures for unavoidable losses to waters of the United States, including wetlands. The DEIS should fully address the feasibility of "in-kind" habitat mitigation measures.

#### Mitigation

We recommend that the DEIS provide a clear and detailed description of proposed avoidance, minimization, and compensatory mitigation measures. Mitigation ratios for specific habitat types should be based upon science and recommendations from the U.S. Fish and Wildlife Service or National Marine Fisheries Service. Furthermore, the same mitigation ratios should be used for all alternatives.

### **Climate Change**

The potential for climate change is now considered a significant possibility. Current research estimates that climate change could change the amount, timing, and intensity of rain and storm events. A significant change in the weather patterns of our region could have significant implications for water management and flood control facilities. We recommend that the DEIS include a chapter on climate change and its potential implications for flood control along the Sacramento River. For example, describe and address projected climate change effects--sea level rise, frequency of high intensity storms, amplified rain events--that could affect the Sacramento River levees and the timing or quantity of water requiring drainage to ensure an adequate level of flood protection for the City of West Sacramento.

### **Air Quality**

The DEIS should provide a discussion of air quality standards, ambient conditions, and potential air quality impacts for the West Sacramento Levee Improvements Program. Describe the proposed construction activities and their impacts on air quality. Cumulative and indirect impacts should be fully evaluated.

Federal agencies are required by the Clean Air Act to assure that actions conform to an approved air quality implementation plan. If the proposed project area is in a nonattainment area, the COE may need to demonstrate compliance with conformity requirements of the Clean Air Act [Section 176(c)]. General Conformity Regulations can be found in 40 CFR Parts 51 and 93 (58 Federal Register, page 63214, November 30, 1993). These regulations should be examined for applicability to the proposed project.

### **Species Viability**

The DEIS should describe measures that will be taken to protect critical wildlife habitat from potential adverse effects of the proposed levee improvement activities. The feasibility of proposed mitigation measures should be fully demonstrated.

### **Funding and Administration**

The DEIS should provide full disclosure and discussion of funding, implementation, enforcement, and monitoring commitments, assurances, and mechanisms for the levee improvement proposal. Include a description of the current State/Federal cost-share policies. If this information (e.g., funding agreements) has been relegated to the appendices, we recommend it be summarized in the main body of the DEIS.

### **Environmental Justice**

In keeping with Executive Order 12898, **Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (E.O. 12898), the DEIS should describe the measures taken by the COE to: 1) fully analyze the environmental effects of the proposed Federal action on minority communities, e.g. Indian Tribes, and low-income populations, and 2) present opportunities for affected communities to provide input into the NEPA process. The intent and requirements of E.O. 12898 are clearly illustrated in the President's February 11, 1994 Memorandum for the Heads of all Departments and Agencies, attached.

### **General Comments**

1. The DEIS should describe the source for borrow material and the certification process for assuring the material is free of contaminants. Of concern is the potential for borrow material to be obtained from the Port of Sacramento dredge tailing disposal areas or other sources which may contain contaminated soils.

2. If references to previous documents are used, the DEIS should provide a summary of critical issues, assumptions and decisions complete enough to stand alone without depending upon continued referencing of the other documents.

Sun Capital, LLC  
75 Malaga Cove, Suite 14  
Palos Verdes Estates, CA 90274  
Direct: 310-809-8898  
E-mail: michaelsoffice@gmail.com

---

September 26, 2011

Megan Smith, Project Manager  
ICF International  
630 K Street, Suite 400  
Sacramento, CA 95814

John Suazo  
U.S. Army Corps of Engineers, Sacramento District  
Attn: Planning Division (CESPK-PD-R) 1325 J Street  
Sacramento, CA 95814

Re: Southport Sacramento River Early Implementation Project

Dear Megan Smith & John Suazo,

We own approximately 400 acres of the River Park project within West Sacramento. The majority of the project is within the Study Area of the Southport Sacramento River Early Implementation Project. The River Park project is a master planned community consisting of a variety of land uses including 2,280 Residential Units, Commercial, Marina, School and a Regional Park. The project is entitled, has vested rights and a signed development agreement.

We support an alternative bringing the levee up to State and Federal Standards which has the least impact to the future development of our project.

Please add us to the distribution list for the EIR and any other relevant correspondence.

Sincerely,



Michael Smith  
Project Coordinator

39PamelaGould\_FW Phone communication logged for case 18780\_092611.txt

From: Armer, Laurel  
Sent: Tuesday, September 27, 2011 4:21 PM  
To: Rivasplata, Robert  
Cc: Smith, Megan; Rogers, Jennifer  
Subject: FW: Phone communication logged for case 18780

Hi Robert,

Could you save, label and add this comment to the NOP scoping index?

Thank you!  
Laurel

-----Original Message-----

From: Powderly, John [mailto:johnp@cityofwestsacramento.org]  
Sent: Tuesday, September 27, 2011 4:18 PM  
To: Elliott, Christopher; Matson, Tanya; Smith, Megan; Martin, Sara; Armer, Laurel; Rogers, Jennifer  
Cc: Suazo, John SPK; Shpak, Dave  
Subject: FW: Phone communication logged for case 18780

FYI - scoping-esque comments.

-----Original Message-----

From: daves@cityofwestsacramento.org [mailto:daves@cityofwestsacramento.org]  
Sent: Monday, September 26, 2011 6:32 PM  
To: Shpak, Dave; Hansen, Peter; Powderly, John  
Subject: Phone communication logged for case 18780

I talked with Ms. Gould this evening. Her concerns fall into three categories: (1) Present experiences, (2) Motor vehicle behaviors, (3) Input to the evaluation of levee improvements.

1. Present experiences include:
  - Trespassers across her property going to/from the Clarksburg Branch Line Trail, including quadrunners, walkers, joggers, hikers.
  - Kids throwing rocks down from the trail to the roadway, shooting from the trail across the roadway, groups of strange men hanging around on the trail.
  - They are reluctant to call the Police to report problems.
2. Motor vehicle behaviors include:
  - Excess speed and poor navigation by motor vehicle operators at the transition curve between Gregory and South River Road.
  - Increasing truck and commute traffic on South River Road to Gregory.
  - Concerns about motorcycle hazards caused by debris on the transition curve.
3. Input to the evaluation of levee improvements
  - Will South River Road be on the new levee, abandoned or re-routed?
  - Consider a staging facility for trail users in conjunction with levee improvements to discourage trespass across her property.

John, please convey her comments about present circumstances and input on levee consideration to the ICF team. I will convey the same content to HDR. This will close out the levee component of the inquiry, so I will transfer primary ownership back to Peter. Peter, please follow up on the motor vehicle concerns and communicate your findings with Ms. Gould. Many thanks. - Dave

For more information, click  
<https://clients.comcate.com/reps/caseDetail.php?ag=103&id=401771>

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3—SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

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FAX (916) 274-0602

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September 28, 2011

0311YOL0027

03-YOL-84 PM 15.8

Southport Sacramento River Early Implementation Project

Notice of Preparation Environmental Impact Statement/Environmental Impact Report

Megan Smith, Project Manager

ICF International

630 K Street, Suite 400

Sacramento, CA 95814

Dear Ms. Smith,

Thank you for the opportunity to review and comment on the Notice of Preparation for the Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) for the Southport Sacramento River Early Implementation Project. The proposed project will implement flood risk-reduction measures at the proposed project site which spans the west bank of the Sacramento River beginning south of Barge Canal near the intersection of State Route (SR) 84 and South River Road to downstream approximately 6.4 miles to the South Cross Levee near the intersection of SR 84 and South Levee Access Road. The South Cross levee is to protect the Southport community from the threat of flooding. The United States Army Corps is the Federal lead agency under the National Environmental Policy Act. The West Sacramento Area Flood Control Agency is the lead agency under the California Environmental Quality Act. Our comments are as follows:

- Caltrans requests project proponents prepare a Traffic Management Plan (TMP) for the movement of materials to and from the project site during construction of the project as part of the Draft EIR. The TMP should include a schedule of material deliveries and proposed routes. Caltrans recommends that trucks avoid the use of State facilities during peak commute hours. The TMP should be circulated to Caltrans and shared with all potentially impacted jurisdictions.

Ms. Megan Smith  
September 28, 2011  
Page 2

- If any project related work will take place in the State Highway System's right of way, then a Caltrans encroachment permit would be required.

Please provide our office with copies of any further actions regarding this development. If you have any questions regarding these comments please contact Arthur Murray, Yolo County Inter-Governmental Review Coordinator, at (916) 274-0616.

Sincerely,



ERIC FREDERICKS, Chief  
Office of Transportation Planning - South

From: [Arthur Murray](#)  
To: [southportcomments](#); [Smith, Megan](#)  
Cc: [Eric Fredericks](#)  
Subject: Southport Sacramento River Early Implementation Project Contact  
Date: Wednesday, September 28, 2011 10:53:49 AM  
Attachments: [0311YOL0027 Southport SREI-project comments-nobc.pdf](#)

---

Dear Megan Smith/Southport Sacramento River Early Implementation Project Contact,

Thank you for the opportunity to review the Notice of Preparation (NOP) for the Southport Sacramento River Early Implementation Project Notice of Preparation of Environmental Impact Report (EIR) / Environmental Impact Study (EIS) SCH# 201182069.

Attached is a copy of our comment letter and the signed original has been mailed to your office. Please do not hesitate to contact me, Yolo County Inter-Governmental Review Coordinator at (916) 274-0616, for any questions in regards to this review.

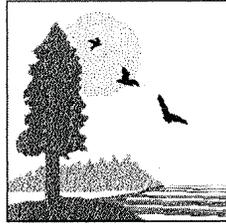
Thanks and good day,

ARTHUR MURRAY  
Desk: (916) 274-0616  
Fax: (916) 274-0602

Caltrans - District 3  
Division of Planning and Local Assistance  
Office of Transportation Planning-South  
2379 Gateway Oaks Drive Ste. 150  
Sacramento, CA 95833  
(See attached file: 0311YOL0027 Southport SREI-project comments-nobc.pdf)

**CALIFORNIA STATE LANDS COMMISSION**

100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



**CURTIS L. FOSSUM**, Executive Officer

(916) 574-1800 FAX (916) 574-1810

California Relay Service From TDD Phone 1-800-735-2929  
from Voice Phone 1-800-735-2922

**Contact Phone: (916) 574-1890**

**Contact FAX: (916) 574-1885**

September 26, 2011

File Ref: SCH # 2011082069

Megan Smith, ICF International  
I/C of West Sacramento Area Flood Control Agency  
630 K Street, Suite 400  
Sacramento, CA 95814

**Subject: Notice of Preparation (NOP) for an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Southport Sacramento River Early Implementation Project (EIP), Yolo County**

Dear Ms. Smith:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIS/EIR for the Southport Sacramento River EIP (Project), which is being prepared by the West Sacramento Area Flood Control Agency (WSAFCA) and the U.S. Army Corps of Engineers (USACE). WSAFCA, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), and the USACE, as the primary federal permitting agency, is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.). The CSLC will act as a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, if the Project involves work on sovereign lands, the CSLC will act as a responsible agency.

### **CSLC Jurisdiction and Public Trust Lands**

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat

preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

Flood protection measures to be considered in the EIS/EIR appear to include the possibility of work waterward of the ordinary high water mark of the Sacramento River, which is State-owned sovereign land under the jurisdiction of the CSLC. A lease and formal authorization for the use of sovereign land will be required from the CSLC for any portion of the project encroaching on State-owned lands.

The CSLC supports siting projects consistent with the Public Trust, such as public safety, ecosystem recreation and recreation, on State lands; however, the CSLC is also responsible for ensuring that such projects avoid or minimize impacts to other Public Trust resources and uses including but not limited to navigation and public access. In the interest of all Public Trust values of the sovereign land at the Sacramento River, CSLC staff offers the following comments and will continue to participate in the development of the EIS/EIR.

### **Project Description**

As described in the NOP, WSAFCA proposes to implement flood risk-reduction measures on the uplands and along the west bank of the Sacramento River in West Sacramento. The Project would meet WSAFCA's objectives as follows:

- Bring the levee up to standard with Federal and State flood protection criteria; and
- Provide opportunities for ecosystem restoration and public recreation.

CSLC staff understands that the Project could include some or all of the following components:

- Slope flattening of the existing levee;
- Use of seepage berms and/or stability berms on the land side of the levee,
- Rock slope protection on the water side of the levee;
- Setback levees and/or adjacent levees located landward of the existing levee;
- Relief wells; and
- Slurry cut-off wells.

Secondary activities that support these primary Project components could include:

- Use of neighboring roadways for project ingress and egress;
- Creation of temporary access roads;

- Construction of new roadways, including elevated spans;
- Resurfacing and/or relocation of existing roadways;
- Extraction of soil from identified borrow sites;
- Disposal of excess soil at identified disposal sites; and
- Relocation of public utilities.

## **Environmental Review**

CSLC staff requests that the following be considered in the preparation of the EIS/EIR:

### **Project Description**

1. From the NOP, it appears that the EIS/EIR will analyze a variety of flood control methods, some or all of which would be integrated into the Project's final design. A thorough and complete Project Description should be included in the EIS/EIR in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives for all of the methods under consideration. The Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment or methods that may be used, maximum area of impact or volume of sediment removed or disturbed, seasonal work windows, locations for material borrow or disposal, etc.), as well as the details of the timing and length of activities. Thorough descriptions will facilitate CSLC staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the need for subsequent environmental analysis.

### **Biological Resources**

2. **Sensitive Species**: WSAFCA should conduct queries of the California Department of Fish and Game's (DFG) California Natural Diversity Database (CNDDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. Additionally, WSAFCA should consult early in the process with appropriate staff at DFG to identify species of concern. For example, the Sacramento River is known to provide habitat for delta smelt, Chinook Salmon, and steelhead, all of which are listed under the State and/or Federal Endangered Species Acts. These species could be impacted by loss of habitat or habitat complexity, increased siltation, or stranding during the installation or removal of cofferdams. The loss of natural, shaded streamside habitat for fish that contains riffles, natural woody debris, and other complex features due to the placement of rip rap or other unnatural bank stabilization should be evaluated and minimization or mitigation measures developed. The State-listed Swainson's hawk is also known to nest along the River, and if present in the Project area, could be impacted by tree removal and construction-related disturbance. The EIS/EIR should analyze the potential for such species to occur in the Project area and, if impacts to special-status species are found to be significant, identify feasible

mitigation measures, such as restricting work during certain time periods, establishing buffers, and restoring or compensating for lost habitat.

3. Invasive Species: One of the major stressors in Sacramento-San Joaquin Delta system (Delta) is introduced species. Therefore, the EIS/EIR should consider the Project's potential to encourage the establishment or proliferation of aquatic invasive species (AIS) such as the quagga mussel, or other nonindigenous, invasive species including aquatic and terrestrial plants. For example, construction boats and barges brought in from long stays at distant projects may transport new species to the Project area via hull biofouling, wherein marine and aquatic organism attach to and accumulate on the hull and other submerged parts of a vessel. If the analysis in the EIS/EIR finds potentially significant AIS impacts, possible mitigation could include contracting vessels and barges from nearby, or requiring a certain degree of hull-cleaning from contractors. The DFG's Invasive Species Program could assist with this analysis as well as with the development of appropriate mitigation (information at <http://www.dfg.ca.gov/invasives/>).

In addition, in light of the recent decline of native pelagic organisms and in order to protect at-risk fish species, the EIS/EIR should examine if any elements of the Project (e.g., changes in bankside vegetative cover) would favor non-native fisheries within the Delta.

4. Construction Noise: The EIS/EIR should also evaluate noise and vibration impacts on fish and birds from construction, restoration or flood control activities in the water, on the levees, and for land-side supporting structures. Mitigation measures could include species-specific work windows as defined by DFG, USFWS, and the National Oceanographic and Atmospheric Administration's Fisheries Service (NOAA Fisheries). Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

## Climate Change

5. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (AB 32) and required by section 15064.4 of the State CEQA Guidelines<sup>1</sup> should be included in the EIS/EIR. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and ultimate build-out of the Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce or minimize them. The analysis should pay particular attention to the possibility of cumulative impacts of GHG emissions.

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<sup>1</sup> The State "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Cultural Resources

- 6. Submerged Resources: The EIS/EIR should evaluate the possibility of submerged cultural resources in the Project area. The CSLC maintains a shipwrecks database, available at <http://shipwrecks.slc.ca.gov>, that can assist with this analysis. The database includes known and potential vessels located on the State's tide and submerged lands; however, the locations of many shipwrecks remain unknown. Please note that any submerged archaeological site or submerged historic resource that has remained in state waters for more than 50 years is presumed to be significant.
- 7. Title to Resources: The EIS/EIR should mention that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. Mitigation measures should be developed to address any submerged cultural resources that may be affected by the proposed Project and any unanticipated discoveries during the Project's construction. CSLC staff would like to review the proposed mitigation measures and requests that WSAFCA consult with CSLC staff, should any cultural resources be discovered during construction of the proposed Project.

Hydrology and Water Quality

- 8. Dredging and Construction Disturbance: WSAFCA should disclose and analyze the Project's potential to adversely affect water quality. Such impacts are likely to include increased turbidity and sedimentation from dredging, fill, and other in-water construction work, and potential pollution from worksite spills or mobilization of pollutants from the dredged soils. For any effects found to be potentially significant, the EIS/EIR should identify feasible mitigation measures, such as use of turbidity curtains, which would avoid or lessen such effects.

Recreation

- 9. Public Access: As public access and recreation on State lands are key concerns of the Public Trust, CSLC staff requests that the EIS/EIR analyze the Project's short-term and long-term impacts on recreation resources, both during construction and for the life of the Project. Any significant impacts will require mitigation measures that either minimize or reduce the impacts or otherwise compensate visitors.

Mitigation Measures

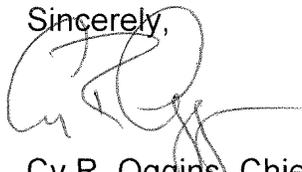
- 10. Adequate Mitigation: To avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which

may be accomplished in more than one specified way" (State CEQA Guidelines § 15126.4, subd. (b)).

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and potentially responsible agency, the CSLC will need to rely on the Final EIS/EIR for the issuance of any new lease as specified above and, therefore, we request that you consider our comments during preparation of the EIS/EIR. Please send additional information on the Project to the CSLC staff listed below as plans become finalized.

Please send copies of future Project-related documents or refer questions concerning environmental review to Sarah Sugar, Environmental Scientist, at (916) 574-2274 or via e-mail at [sarah.sugar@slc.ca.gov](mailto:sarah.sugar@slc.ca.gov). For questions concerning CSLC leasing jurisdiction, please contact Ninette Lee, Public Land Manager, at (916) 574-1869, or via email at [ninette.lee@slc.ca.gov](mailto:ninette.lee@slc.ca.gov)

Sincerely,



Cy R. Oggins, Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
Ninette Lee, LMD, CSLC  
Sarah Sugar, DEPM, CSLC



**CALIFORNIA STATE LANDS COMMISSION**  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

09/26/2011

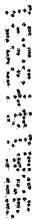
**US POSTAGE**

**\$00.44<sup>0</sup>**



ZIP 95825  
041L1209610

Megan Smith, ICF International  
I/C of West Sacramento Area Flood Control  
Agency  
630 K Street, Suite 400  
Sacramento, CA 95814



# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Kim McDonald Date: Sept 23, 2011

Telephone: 916-373-1644 Email: \_\_\_\_\_

Affiliation: Landowner Title (if applicable): \_\_\_\_\_

Street Address: 4390 S River Rd

City: West Sacramento State: Ca Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

Your goal seems to be to complete this project as fast as possible with as much money as you can possibly get from government funding, I would rather it be the best long term plan. You seem to want people to feel it is 100% safe to live in a flood plane, elevation is the only safe way to go. Removing dirt from nearby to build an earthen dam makes that land unusable and creates future seepage problems. The new levee is basically an earthen dam made in a seismically active area, not a good idea. Our levees were improved within the last twenty years and already they're deemed deficient, will history repeat itself? Instead of once again rebuilding the levees, why not invest in reducing the flow of the river during rainy season. Rain water used to sit on open ground for days until it found its way into the groundwater system. Now ~~the~~ neighborhoods stand on that ground and the water is pumped immediately to the river via the sewer system. This water needs to be delayed or diverted

TAKE THE TIME TO DO THIS THE RIGHT WAY PLEASE



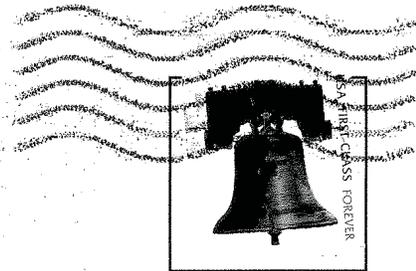
# The Southport Sacramento River Early Implementation Project

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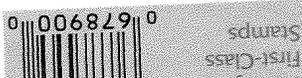
West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

SACRAMENTO CA 957

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West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: JOYCE BELLI Date: 9-22-2011

Telephone: 916 371 5538 Email: \_\_\_\_\_

Affiliation: \_\_\_\_\_ Title (if applicable): \_\_\_\_\_

Street Address: 2666 MEADOWLARK CIR.

City: W. Sacto State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

I would hate to see the construction of setback levees. It would destroy the lush green land along the river, animal habitats and it would uproot the families that live there.

I believe a slurry wall is currently going in the Rivers project in the north section of W. Sacto. I don't believe homes were taken. These are properties destroyed - you are still able to enjoy the views & wild life along the river.

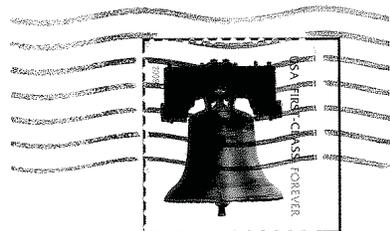
The W. Sacto, Flood Control Agency & the Army Corp of Engineers can improve our levees without destroying homes, animal habitats & our lush lands.



# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

# The Southport Sacramento River Early Implementation Project

## Comment Card

44  
WSAFCA  
West Sacramento Area Flood Control Agency



Name: JOEL F MCCRAY JR Date: 9-23-2011  
Telephone: 916-371-1938 Email: JFMCCRAY@STARBAND.NET  
Affiliation: JFMCCRAY PLASTERING Title (if applicable): Vice President  
Street Address: 2590 SOUTH RIVER ROAD  
City: WEST SACRAMENTO State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

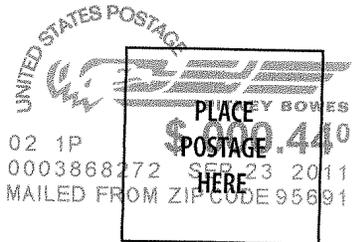
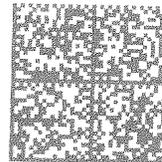
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I Think the levee CAN Be Fixed IN A way less Degree that WAS presented AT the meeting, I think that their should Be more Than the 3 options looked AT. I agree with Dave that the levee CAN Be fixed while the River is low, AND I ALSO Feel that you Dont have to take Ahot OF People's LAND TO Do It. You CAN EVEN Fix the River SIDE OF The levee Instead OF our SIDE. People AT the meeting WERE TALKING ABOUT Tree's AND Vegition AND Animal habitats like Gardner Snakes, I mean Come on ARE NOT People more important? I Would Hope So, We Are talking ~~not~~ not only ABOUT People's LAND But their life's to, we HAVE lost BLOOD on this LAND, Both my Father AND Grandma Died IN The house you Want TO TAKE, I think that should Be more Important than A tree or a Snake. We have Been Here For more than 35 Years, This house is our Home, ALSO I think the part ABOUT Future use's OF The land Was like A SLAP IN The FACE, Wanting TO MAKE Hoarse trails and Bike trails AND water parks out OF our Home IS Disrespect Full.

# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814

45

# The Southport Sacramento River Early Implementation Project



## Comment Card

Name: Dawn Caldwell Date: 9-22-11

Telephone: 916-337-3443 Email: \_\_\_\_\_

Affiliation: West Sac. Resident & Business owner Title (if applicable): Moxie Salen

Street Address: 1502 Maryland Ave

City: West Sac State: CA Zip: 95691

Thank you for your interest in this flood risk-reduction effort. The West Sacramento Area Flood Control Agency, and the U.S. Army Corps of Engineers value your input regarding this Early Implementation Project. Please provide us with your comments regarding the scope of the Environmental Impact Statement/ Environmental Impact Report being prepared for this project. Please write legibly.

For your convenience, feel free to take this card with you, fill it out at your opportunity, and mail it. You may also send comments by email to [southportcomments@icfi.com](mailto:southportcomments@icfi.com). **All comments must be postmarked by September 26, 2011.** Thank you for your interest in the Southport Sacramento River EIP.

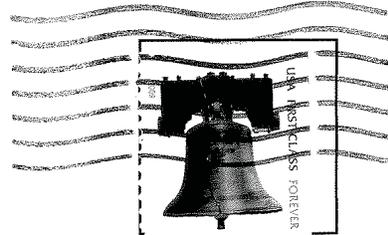
I understand we need to improve the levees in west Sacramento, what I don't like is the fact that you would want to choose a setback or seepage berms that will take families out of their homes and destroy some of our habitat. I understand that a slurry wall would leave families in their home and would not take and destroy our habitat. we need to think about people and animals and try to save them both and secure our levees.

Thank you for your time.

# The Southport Sacramento River Early Implementation Project

PLEASE FOLD ALONG THIS LINE FOR MAILING

West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



West Sacramento Area Flood Control Agency  
c/o Ms. Megan Smith  
630 K Street, Suite 400  
Sacramento, CA 95814



# SACRAMENTO AREA BICYCLE ADVOCATES

909 12<sup>th</sup> Street Suite 116 – Sacramento, CA 95814 – (916) 444-6600 – [www.sacbike.org](http://www.sacbike.org)

September 8, 2011

John Suazo, Planning Division  
US Army Corps of Engineers, Sacramento District  
1325 J Street  
Sacramento, CA 95814  
[john.suazo@usace.army.mil](mailto:john.suazo@usace.army.mil)

Subject: Notice of Preparation (NOP) for Southport Sacramento River Early Implementation Project EIS/EIR

Dear Mr. Suazo: Thank you for the opportunity to comment on the NOP for the subject project.

River Road (along the right/west bank of the Sacramento River), Gregory Ave, and Jefferson Blvd in the project study area are important routes for utilitarian and recreational bicycling. Construction of the subject project will cause significant adverse impacts to these existing bicycle routes. To mitigate this significant adverse impact, the EIS/EIR must describe adequate measures including:

- Alternative bicycle access through or adjacent to construction areas,
- Proper advance signage for any detours or route changes,
- Signage for vehicle operators (for example, “share the road” signs and pavement symbols) and maximum vehicle speed limits of 25 mph where separate bicycle lanes cannot be provided,
- Advance development of Traffic Control Plans that show traffic control measures for bicyclists with the plans reviewed and approved before construction initiation by the West Sacramento and Yolo County bicycle coordinators, and
- Advance noticing of disruptions, closures, and detours to bicycle-interest organizations in the Sacramento area.

The EIS/EIR must also address any possible impacts to the recreational corridors proposed for bicycle trail development in the West Sacramento Parks Master Plan. In the near-term future, these corridors will become critical routes for utilitarian and recreational bicycling as West Sacramento continues to grow.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.



# SACRAMENTO AREA BICYCLE ADVOCATES

Thank you for considering our comments.

Sincerely,

Jordan Lang  
Project Assistant



October 4, 2011

Mr. John Suazo  
US Army Corps of Engineers, Sacramento District  
Attn. Planning Division (CESPK-PD-R)  
1325 J Street  
Sacramento, CA 95814

**Re: Notice of Preparation – EIR/EIS for Southport Sacramento River Early Implementation Project**

Dear Mr. Suazo

The Yolo Solano Air Quality Management District (District) has received the Notice of Preparation (NOP) for the project referenced above, and the District would like to make the following comments:

1. The District has published a guidance document containing instructions for developing air quality analyses in CEQA documents. This document, the *Handbook for Assessing and Mitigating Air Quality Impacts* may be consulted as the lead agency assesses potential impacts from both the proposed general plan and climate action plan. The document can be found on the District's website at [www.ysaqmd.org](http://www.ysaqmd.org).
2. Project construction emissions would certainly have the potential to exceed the District's threshold of significance for particulate matter (PM), both from diesel exhaust and fugitive dust, reactive organic gases (ROG), and nitrogen oxides (NOx). If the normal Urbemis or CalEmod defaults are not used, a list of on and off road construction equipment with the corresponding hours of operation and miles should be provided with criteria pollutants provided in ponds per day for the construction period.
3. If the District's thresholds of significance for criteria pollutants are exceeded, then a list of mitigation measures should be included. For a list of potential mitigation measures, the District's Handbook, mentioned above, can be consulted. At a minimum, the Best Management Practices for reduction of particulate matter during construction should be implemented. The lead agency can also contact District staff to discuss possible mitigation measures.

October 4, 2011

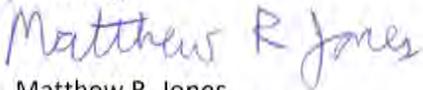
John Suazo – NOP for Southport Sacramento River Early Implementation Project

Page 2

4. The District's *Handbook for Assessing and Mitigating Air Quality Impacts* includes guidance on how to assess other potential impacts, such as carbon monoxide hotspots, odors, and impacts from toxic air contaminants (TACs). Where an analysis is appropriate, the District's guidance should be consulted.

In conclusion, the District appreciates receiving the NOP and the opportunity to discuss the recommendations presented in this letter. If you require additional information or would like to discuss the project, please contact me at (530) 757-3668 or I can be emailed at [mjones@ysaqmd.org](mailto:mjones@ysaqmd.org).

Sincerely,



Matthew R. Jones

Supervising Air Quality Planner