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1.0 INTRODUCTION AND PROJECT BACKGROUND

1.1 Purpose of the Addendum

The San Diego County Water Authority (Water Authority) is in the process of raising the existing San Vicente Dam in San Diego County to provide additional water storage capacity for the region. The Water Authority is proposing intersection modifications to the Vigilante Road/Moreno Avenue intersection which provides access to the San Vicente Dam and Reservoir. This is considered a minor modification to the Carryover Storage and San Vicente Dam Raise Project (CSP) that was not anticipated when the original environmental document was completed. This Addendum (Addendum 1) to the CSP Final Environmental Impact Report (EIR) has been prepared to document potential environmental impacts related to the intersection improvements.

On April 24, 2008, the Water Authority’s Board of Directors certified the CSP Final EIR (Water Authority 2008) (Resolution No. 2008-4); approved the project (Project); and adopted the supporting California Environmental Quality Act (CEQA) Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (MMRP) for the CSP. The CSP FEIR and supporting documents are available for review at the Water Authority.

This addendum to the CSP FEIR fulfills and conforms to the provisions of CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines, Section 15164, providing for the preparation of an addendum. The CEQA Guidelines allow the preparation of an addendum to an EIR under the following circumstances (14 CCR 15000 et seq.):

1. Only minor technical changes or additions are necessary to make the EIR under consideration adequate;
2. The changes and additions to the EIR do not raise important new issues about significant effects on the environment;
3. None of the conditions described in Section 15162, CEQA Guidelines, calling for the preparation of a subsequent EIR have occurred.
1.2 **Content and Format of the Addendum**

This addendum includes the following:

**Section 1.0, Introduction and Project Background:** This section provides an introduction to the Project and purpose of the addendum.

**Section 2.0, Project Description:** This section provides a description of the proposed Vigilante Road/Moreno Avenue intersection improvements.

**Section 3.0, Impact Analysis:** This section addresses environmental resource areas and provides a discussion as to why the Project would not create new significant impacts or increase the severity of impacts identified in the previously certified CSP FEIR. The following resource areas are addressed: air quality, biological resources, cultural resources, noise, and traffic/circulation.

**Section 4.0, Environmental Resources Not Affected:** This section addresses the environmental resource areas that would not be affected by the proposed changes.

**Section 5.0, Determination:** This section addresses the criteria (set forth in CEQA Guidelines Sections 15162 through 15164) for determining the appropriate environmental documentation, if any, to be completed when there is a pre-existing adopted EIR covering the project.

**Section 6.0, CEQA Findings of Fact and Mitigation Monitoring and Reporting Program Incorporated into the Project:** This section presents the findings of fact and mitigation measures that are necessary to accommodate the project changes addressed in this addendum.

### 2.0 **PROJECT DESCRIPTION**

#### 2.1 **Description of the Approved Project**

The San Vicente Dam Raise Project was originally approved in 1996 as part of the Emergency Water Storage Project (ESP), which includes a system of reservoirs, interconnected pipelines, and pumping stations designed to make water available to the San Diego region in the event of an interruption in imported water deliveries. The San Vicente Dam Raise Project includes the construction and operation of the expanded dam and appurtenant facilities to store and distribute approximately 90,000 acre-feet of water for emergency use. San Vicente Dam currently stands at 220 feet. The ESP dam raise project will increase the height of the dam by 54 feet and increase emergency storage capacity by 52,000 acre-feet.
The CSP involves raising the San Vicente Dam by an additional 63 feet to establish an additional 100,000 acre-feet of carryover water storage for the region. Carryover storage refers to a process of accumulating water during wet seasons when it is plentiful, keeping it in storage, and carrying it over for use in subsequent dry years when there is a shortage. As such, the San Vicente Dam will be raised by a total of 117 feet.

Construction of the San Vicente Dam Raise began in June 2009 and will take approximately 4 years to complete. The Project is being completed in five major phases: (1) foundation preparatory work and access road construction (July 2009–July 2010), (2) dam raise (May 2010–February 2013), (3) bypass pipeline replacement (July 2012–July 2013), (4) new marina construction (July 2013–July 2014), and (5) site restoration (July 2013–July 2014). Pending completion of the filling phase, the San Vicente Reservoir is anticipated to be open for recreation between late 2014 and late 2017.

Regional access to the San Vicente Dam and Reservoir is provided via State Route 67 (SR-67), which is located approximately 1 mile to the west (Figures 1 and 2). Local access is via two paved County of San Diego roads, Vigilante Road and Moreno Avenue (Figure 2). The topography surrounding the reservoir consists of many steep slopes with deep canyons and extensive rocky outcrops. Maximum elevation of the surrounding area near the reservoir is approximately 2,000 feet above mean sea level (amsl) in the rugged hills northeast of the reservoir. Minimum elevation in the area is approximately 440 feet amsl in the drainage below the dam (San Vicente Creek). Vegetation communities in the surrounding area include coastal sage scrub, mixed chaparral, oak and sycamore woodlands, and wetland habitats. A few residential structures are located below the dam near Moreno Avenue.

The Vigilante Road/Moreno Avenue intersection improvements would be completed in an area located adjacent to a single-family residence and industrial uses associated with the Ennis Property (Figure 3). The area is generally disturbed with vacant lands and ruderal vegetation.

2.2 Description of Proposed Changes to the Project

As shown in Figure 3, the proposed changes to the approved project (see Section 2.1 for a discussion of the approved project) include minor modifications to the Vigilante Road/Moreno Avenue intersection. The intersection improvements are being proposed to improve the turning radius for haul trucks that will be bringing cement and fly ash deliveries to the San Vicente Dam Raise site. To accomplish this, the existing intersection would be slightly realigned approximately 40 feet to the north to create a safer turn for construction haul trucks. The
intersection improvements will also ultimately improve roadway safety for future recreational users of the reservoir.

Intersection improvements include demolition and removal of an approximately 160-foot length of Moreno Avenue east of Vigilante Road, and the construction of a modified intersection. Moreno Avenue is approximately 28 feet wide and with the new roadway improvements will be approximately 26 feet wide, which includes two 13 feet wide travel lanes. The demolition activities also include the removal of ruderal vegetation located along the northern limits of Moreno Avenue. Utility poles located north of Moreno Avenue will need to be relocated to the north of the realigned road. Intersection improvements will disturb approximately 0.40 acre of land. Any areas disturbed by construction will be restored and hydroseeded with a coastal sage scrub seed mix.

The improvements include the placement of approximately 260 cubic yards of earth to provide approximately 1 to 2 feet of fill along the new road alignment. It is anticipated that earth fill will be obtained from the San Vicente site. Placement of aggregate base and asphalt will follow the filling operation. These materials will need to be trucked to the site. The slopes to the north of Moreno Avenue will be a maximum of 2:1. The new section of Moreno Avenue will be constructed with a 2% maximum slope that is designed to direct flows to the edge of the roadway. A chain-link fence will be installed approximately 5 feet from the edge of the pavement along Moreno Avenue and Vigilante Road adjacent to the Ennis property.

In addition, a driveway connection will be provided for the single-family residence located to the southeast of the Vigilante Road/Moreno Avenue intersection. A stop sign will be constructed at the Vigilante Road/Moreno Avenue intersection for vehicles traveling west along Moreno Avenue accessing Vigilante Road. The roadway will be striped and include pavement markers following pavement of the roadway.
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Proposed Intersection Modifications to Vigilante Road/Moreno Avenue

STAGING AREA

ENNIS PROPERTY

LIMITS OF WORK

SINGLE-FAMILY RESIDENCE

RESIDENCE DRIVEWAY CONNECTION

SOURCE: DAVID EVANS AND ASSOCIATES, INC. 2009

FIGURE 3

Emergency Water Storage Project - EIR Addendum
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2.3 Project Design Features and CSP Adopted MMRP

All applicable project design features and mitigation measures outlined in the CSP FEIR and MMRP that relate to Vigilante Road/Moreno Avenue intersection will be implemented. The Water Authority’s general conditions and standard specifications have also been incorporated into the construction plans and specifications. The Water Authority will ensure that environmental monitors will be present during construction.

In addition, the contractor will include the intersection improvements in the project’s stormwater pollution prevention plan (SWPPP) to ensure that erosion and sediment are properly managed. The contractor has obtained a County of San Diego traffic control permit. This includes measures to minimize traffic delays along Vigilante Road and Moreno Avenue during construction. Flagmen and signage will be used to direct motorists during construction to minimize any delays that may result from construction activities.

Following the completion of construction, all disturbed areas, including the abandoned road alignment, will be hydroseeded with a coastal sage scrub seed mix and irrigated until the mixture germinates and growth is established.

2.4 Construction

Construction required to complete the intersection improvements will include removing the existing pavement on Moreno Avenue, minor clearing and grubbing, grading the new roadway alignment (includes placement of 1 to 2 feet of fill), and placement of new pavement (aggregate base and asphalt). The majority of this work will be completed in approximately 5 work days. Once the aggregate base has been in place for approximately 30 days, the contractor will then complete the asphalt paving. A staging area will be located northeast of the Vigilante Road/Moreno Avenue intersection within a disturbed, vacant area that includes ruderal vegetation. The staging area will be used to store construction equipment and materials needed to complete the roadway improvements.

Other Project construction is currently underway with an expected completion date of July 2014. The proposed intersection modifications will be completed by the Water Authority’s dam raise contractor in fall 2010 as one of the first tasks of the dam raise contract.

3.0 IMPACT ANALYSIS

The only environmental issue areas with the potential to be affected by the intersection modifications are air quality, biological resources, cultural resources, noise, and
traffic/circulation; these are addressed below. The environmental resource or issue areas not affected by the proposed changes are briefly addressed in Section 4.0.

### 3.1 Air Quality

Emissions associated with construction of the proposed intersection improvements would include fugitive dust and exhaust emissions from haul trucks, crew vehicles, and heavy equipment. Consistent with the requirements of the CSP MMRP, non-paved surfaces will be watered down to reduce fugitive dust emissions during construction. Since these modifications are small in scale (0.4 acres of disturbance) and grading would be completed within approximately 5 work days, no new significant impacts related to fugitive dust emissions would occur.

It is estimated that 25-30 construction haul trucks would be used to complete the work. Based on the duration of the work, there would be approximately 5-6 trucks per day. It is anticipated that fill dirt will be obtained from the San Vicente site. Crew vehicles will likely already be onsite as the contractor is currently working on improvements to the San Vicente Reservoir marina access road. The aggregate base and asphalt will be imported to the site. Due to the low number of truck trips and the limited amount of construction equipment needed to complete the work, no new significant impacts related to exhaust emissions would occur. No new significant impacts to air quality would result beyond those identified in the CSP FEIR. The relevant project design features and mitigation measures in the CSP MMRP will be implemented during construction.

### 3.2 Biological Resources

The proposed Vigilante Road/Moreno Avenue intersection modifications would not involve disturbance sensitive biological resources. Ruderal (i.e., disturbed) vegetation located adjacent to the roadway would be removed as part of the construction activities but is not considered sensitive. Consistent with the requirements of the CSP MMRP, orange fencing will be placed along the perimeter of the approved work limits to ensure construction activities are confined to the designated area. As a result, implementation of these project modifications would not involve new significant impacts to sensitive biological resources beyond those identified in the CSP FEIR. The relevant project design features and mitigation measures in the CSP MMRP will be implemented, including biological monitoring during construction.

### 3.3 Cultural Resources

The proposed Vigilante Road/Moreno Avenue intersection improvements would be completed in a previously graded and disturbed area. A previously recorded cultural resources site (SDi-14,267H) is located adjacent to the construction footprint for the intersection improvements. Site
CA-SDI-14,267H, which was originally recorded as consisting of a combination of a prehistoric shell concentration and a historic rock retaining wall that may be associated with the Foster and Fraray stageline or the San Diego, Cuyamaca, and Eastern Railroad (EDAW, Inc. 2004). Based on the EDAW report (EDAW 2004), SDI-14,267H has been destroyed by previous grading activities.

SDI-14,267H is located nearly 200 feet outside of the direct impact zone for the Vigilante Road/Moreno Avenue intersection improvements. The intersection improvements will not impact the site. Therefore, there would be no new significant impacts to cultural resources beyond those identified in the CSP FEIR. All applicable project design features and mitigation measures outlined in the CSP MMRP will be implemented during construction. As such, an archaeological monitor will be present to monitor earth moving activities in the vicinity of the site.

### 3.4 Noise

Construction of the proposed intersection modifications would result in noise generated by construction trucks and equipment during grading and while completing roadway improvements. Construction would be completed within the daytime construction hours identified in the County of San Diego Noise Ordinance (i.e., 7 a.m. to 7 p.m.). As a result, it is not anticipated that any new significant impacts to noise would result from construction of the proposed intersection improvements beyond those already identified and addressed in the CSP FEIR. The relevant project design features and mitigation measures in the CSP MMRP will be implemented.

### 3.5 Traffic/Circulation

The roadways that would be affected by intersection modifications include Moreno Avenue and Vigilante Road. The purpose of the improvements is to improve the turning radius at the Vigilante Road/Moreno Avenue intersection for haul trucks that will be bringing cement and fly ash deliveries to the San Vicente Dam Raise Project site. Once complete, the revised intersection will improve the safety of turn movements for construction vehicles and for future recreational users of the reservoir.

It is estimated that construction would be accomplished using approximately 25-30 trucks. Over the course of the grading operation (approximately 5 work days), there would be 5-6 trucks per day. The majority of these trips would be needed to bring fill dirt to the intersection. It is anticipated that the fill dirt will be obtained onsite (i.e., from the San Vicente Dam Raise Project construction site). The only offsite truck trips expected would be those needed to bring
aggregate base and asphalt to the site. As such, no new significant traffic impacts would occur as a result of truck traffic.

The contractor has obtained a Traffic Control Permit from the County of San Diego. This permit requires that Moreno Avenue remain open at all times and that one lane of Vigilante Road remain open during construction. The Traffic Control Permit also provides details related to required notification of residences/businesses, signing, striping, devices, flagging, and access. The flagging operation will use alternate one way movement to pass traffic though the construction area. As a result, no new significant impacts to traffic would result from construction of the proposed intersection improvements beyond those already identified and addressed in the CSP FEIR. The relevant project design features and mitigation measures in the CSP MMRP will be implemented.

4.0 ENVIRONMENTAL RESOURCES NOT AFFECTED

The environmental resource or issue areas listed in this section are not discussed in detail in this addendum as they are unrelated to the air quality, biological resources, cultural resources, noise, and traffic/circulation issues discussed in Section 3.0. Furthermore, as there would be no other changes to the project description, the following issues would not be affected by the proposed changes, and there would be no associated increase in the severity of any significant effects identified in the CSP FEIR:

- Aesthetics/Visual Quality
- Agricultural Resources
- Geology and Soils
- Land Use and Planning
- Mineral Resources
- Paleontological Resources
- Public Safety and Hazards
- Public Services and Utilities
- Recreation
- Water Resources
- Other Considerations Required by CEQA/NEPA
- Beneficial Effects
5.0 DETERMINATION

The Water Authority previously prepared and certified an EIR for the project, as described in Section 1.0 of this document. Based upon a review of the current Project, the Water Authority has determined, pursuant to CEQA Section 21166, and CEQA Guidelines Sections 15162 and 15163, that:

a. There are no new significant environmental effects not considered in the previous CSP FEIR or a substantial increase in the severity of previously identified significant environmental effects as a result of the intersection improvements.

b. No substantial changes have occurred with respect to the circumstances under which the Project is undertaken.

c. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the CSP FEIR was certified.

d. The mitigation measures or alternatives previously found not to be feasible remain as such. No new mitigation measures or alternatives exist that would substantially reduce the previously identified significant effects.

Therefore, in accordance with CEQA Section 21166 and CEQA Guidelines, Sections 15162 and 15164, a subsequent or supplemental EIR is not required. This addendum has, therefore, been prepared pursuant to CEQA Guidelines, Section 15164.

6.0 CEQA FINDINGS OF FACT AND MITIGATION MONITORING AND REPORTING PROGRAM INCORPORATED INTO THE PROJECT

The CEQA Findings of Fact, Statement of Overriding Considerations, and MMRP for the CSP FEIR remain unchanged as a result of this addendum.

Laurence J. Purcell
Water Resources Manager

10-14-10
Date
7.0 REFERENCES CITED


