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## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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### 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study that provides justification for a Mitigated Negative Declaration (MND) for the Dry Creek Debris Removal and Invasives Eradication. This MND has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines, 14 California Code of Regulations (CCR) Section 15000 *et seq.*

An Initial Study is conducted by a Lead Agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an EIR must be prepared if an Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A Negative Declaration may be prepared instead, if the Lead Agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and therefore does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- a) The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- b) The Initial Study identifies potentially significant effects, but:
  - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

### 1.2 LEAD AGENCY

The Lead Agency is the public agency with primary responsibility over a proposed project. CEQA Guidelines Section 15051 states that if a project will be carried out by a public agency, that agency shall be the Lead Agency, even if the project would be located within the jurisdiction of another public agency. Since the Sacramento Area Flood Control Agency (SAFCA) would implement the Dry Creek Watershed Red Sesbania Eradication, SAFCA is the Lead Agency for the project for the purposes of CEQA.

### 1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed Dry Creek Debris Removal and Invasives Eradication. Mitigation measures have also been provided to reduce or eliminate any identified significant and/or potentially significant impacts.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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This document is divided into the following sections:

- **1.0 Introduction** - provides an introduction and describes the purpose and organization of this document.
- **2.0 Project Description** - provides a detailed description of the proposed project and the alternatives considered.
- **3.0 Environmental Setting, Impacts and Mitigation Measures** - describes the environmental setting for each of the environmental subject areas, and evaluates a range of impacts in response to the environmental checklist. Impacts are classified as "no impact", "less than significant", "potentially significant unless mitigation incorporated", or "potentially significant". Where appropriate, mitigation measures are provided that mitigate potentially significant impacts to a less-than-significant level.
- **4.0 Determination** - provides the environmental determination for the project.
- **5.0 Report Preparation and References** - identifies a list of staff and consultants responsible for preparation of this document, and persons and agencies consulted. This section also identifies the references used in preparation of the MND.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**2.1 PROJECT SUMMARY**

- 1. Project Title: Dry Creek Debris Removal and Invasives Eradication
- 2. Lead Agency: Sacramento Area Flood Control Agency (SAFCA)
- 3. Contact Person: Tim Washburn  
(916) 874-7606
- 4. Project Location: Dry Creek Watershed,  
Sacramento and Placer Counties,
- 5. Project Sponsor or Applicant: SAFCA
- 6. General Plan Designation(s): Various
- 7. Zoning: Various
- 8. Project Description: See Section 2.2.
- 9. Surrounding Land Uses and Setting: Various
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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### 2.2 INTRODUCTION

Dry Creek is one of four main drainage systems that form mostly contiguous corridors through the urban Sacramento metropolitan region. The other three are Arcade Creek, the American River, and Morrison Creek. The northernmost of the four, the Dry Creek watershed includes unincorporated portions of Placer County, Rocklin, Loomis, Roseville, Rio Linda/Elverta, and unincorporated portions of Sacramento County. This system of waterways functions as migratory corridors and foraging, nesting and shelter habitat for many terrestrial and aquatic wildlife species. These corridors are also planned as a part of a larger regional recreational system of bicycle and pedestrian trails consisting of the Folsom Lake State Recreation Area (FLSRA), the American River Parkway, the Ueda Parkway, the Dry Creek Parkway and the Dry Creek Greenway.

This valuable ecological and recreational system is being threatened by the rapid urbanization of Placer and Sacramento Counties. Preserving these greenway corridors will help to mitigate some of the loss of habitat that results from development of the region. The two projects addressed in this Initial Study are a part of the effort to establish the Dry Creek Parkway. These projects include the removal of privately constructed concrete and asphalt rubble levees upstream of the Rio Linda Boulevard crossing and downstream of Hayer Dam, and eradication of source populations of red sesbania, a highly invasive non-native plant species, from the upper watershed.

### 2.3 PROJECT LOCATION

Removal of the concrete and asphalt rubble levee will occur along the section of Dry Creek starting several hundred feet upstream of the Rio Linda Boulevard crossing and continuing upstream to the E-Street extension crossing.

Red sesbania eradication will occur throughout the watershed, although the effort will be targeted at controlling the source of the invasion which is anticipated to be primarily in the upper watershed.

### 2.4 PROJECT BACKGROUND

For approximately ½ mile of the southern branch of Dry Creek, starting several hundred feet upstream of Rio Linda Boulevard, concrete and asphalt riprap has been placed on the banks and formed into a low 2' levee. Figures 2-4.1 and 2-4.2 show examples of these concrete and asphalt levees. Private landowners built these levees to reduce the frequent flooding on the adjacent agricultural fields, and possibly to reduce erosion on the banks. These rubble levees significantly reduce the quality of the natural habitat along this section of the creek by limiting vegetation growth, narrowing the creek and restricting flooding. The objectives of this project are to improve the relationship of the creek to its floodplain, including re-establishment of more frequent flooding in select areas; restore the natural qualities of the creek; and reduce the potential for erosion and down-cutting of the channel that might result from the higher, faster floodwater flows confined by the levees.

## DRY CREEK DEBRIS

Removal of these rubble levees will allow the adjacent agricultural fields to flood more frequently. The Sacramento Area Flood Control Agency is currently in the process of obtaining fee title to the Eldie Long property. The remaining lands in this segment of the floodway are public. Figure 2.4-3 shows the stream reach containing the rubble levees and designated land uses in the area. Engineered levees surrounding the Dry Creek floodway already help to prevent flooding of the surrounding rural residential neighborhoods, so eliminating the privately constructed rubble levees will not endanger existing development in the region.

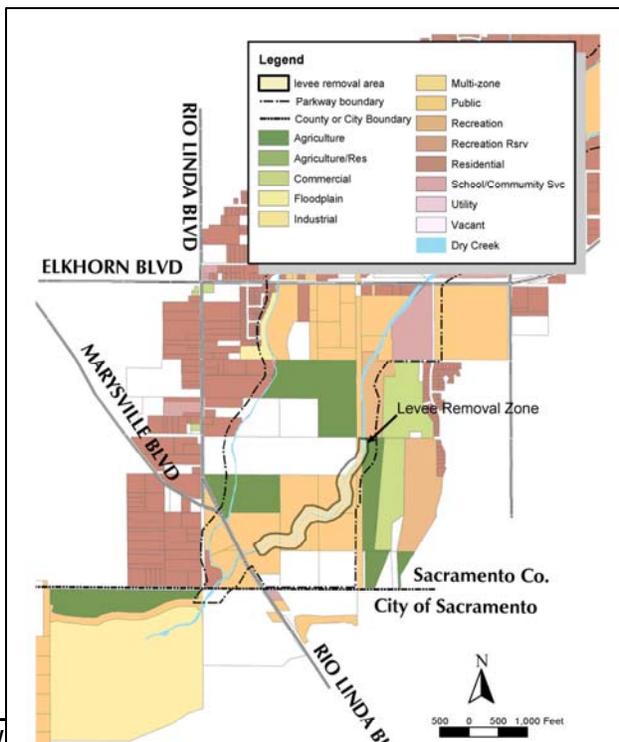


**Figure 2.4-1. Concrete and Asphalt Armoring**

Removal of the rubble armoring the banks will allow the creek to naturally widen itself in this reach, which will result in a more natural floodplain and support a healthier riparian structure. This will lead to improved aquatic habitat as well, since more trees on the banks means better channel shading and greater root mass in, and overhanging, the water for fish shelter. Existing trees, primarily valley oaks, blue oaks and interior live oaks currently line the banks along this segment of the creek, although they are sparse in many places. The intent is not to remove or damage the existing trees during the levee removal. The rubble in the vicinity of the trees is planned to be left intact.



**Figure 2.4-2. Concrete and Asphalt Levee**



**Figure 2.4-3. Rubble Levee Removal**

Allowing a natural widening of the creek channel will also help to slow the flow of floodwater and ultimately reduce the potential for erosion and down-cutting of the streambed.

Demolition of the rubble levees will likely be done using a backhoe to remove the asphalt, concrete, tires and other foreign debris. Dump trucks will be used to haul the material off-site. Mitigation measures will be needed to prevent erosion and siltation resulting from these activities.

Red sesbania (*Sesbania punicea*) is a vigorously growing invasive riparian plant native to South Africa. It thrives in the central

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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valley environment and spreads rapidly down waterways. Control of this noxious weed must be done at a watershed wide level to eradicate the sources of the plant. The red sesbania eradication project will perform mapping and surveying to identify the sources of red sesbania, followed by removal starting at the source. Control techniques will include mechanical removal followed by herbicide application (cut-and-paint). Herbicide used within 25 feet of the waterway will be limited to June 1 to September 1. Red sesbania eradication is introduced in this project description, but is not included in Section 3.0 of this document, because it is exempt under CEQA Guidelines 15307 and 15308 as an action taken by a regulatory agency (SAFCA), as authorized by state and local ordinance, to assure the maintenance, restoration, enhancement or protection of a natural resource and of the environment.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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This Initial Study is a public document to be used by the Sacramento Area Flood Control Agency, designated the Lead Agency for CEQA purposes, to determine whether the project may have a significant effect on the environment. If the Lead Agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and add a supplement, or prepare a subsequent EIR to analyze the project at hand. If the Lead Agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment, a Negative Declaration shall be prepared. If, in the course of the analysis, it is recognized that the project may have significant impacts on the environment, but these impacts can be reduced to a level that is less than significant with specific mitigation measures, a Mitigated Negative Declaration shall be prepared.

This Section provides an evaluation of the potential environmental impacts of the proposed project, followed by the CEQA Mandatory Findings of Significance. There are 16 specific environmental issues evaluated in this Section. The issues evaluated satisfy CEQA requirements. The environmental issues evaluated in this chapter consist of the following:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

For each issue, one of four conclusions is made:

- **No Impact:** No project-related impact to the environment would occur with project development.
- **Less Than Significant Impact:** The impact would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- **Potentially Significant Unless Mitigation Incorporated:** An impact that is "potentially significant" as described below; however, the incorporation of mitigation measures would reduce the project-related impact to a less-than-significant level.
- **Potentially Significant Impact:** An impact that may have a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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the project" (CEQA Guidelines Section 15382); however, the occurrence of the impact cannot be immediately determined with certainty.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.1 AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

*The landscape patterns in this area are rural residential and agricultural with some pockets of small lot residential development. The Dry Creek corridor forms a band of riparian vegetation through the agricultural fields, splitting into two stems in the region of the Parkway. Predominant views are of open fields with riparian trees and/or some houses in the distance. The Rio Linda Airport is visible from some areas of the Dry Creek Parkway. Views of the site are limited to the local vicinity, from Rio Linda Boulevard or the bicycle trail system and consist of creek banks, native and nonnative vegetation, and open fields. The Dry Creek Parkway could be considered a visually sensitive area since it is planned to function as a major natural open space corridor used by a high number of people. Visible signs of ecological disturbance may have a significant impact on a number of users.*

**DISCUSSION OF IMPACTS**

- a) No Impact – Because of the low elevation of the project site relative to the surrounding topography, views of the project site are limited to the immediate vicinity of the project. There are no scenic vistas designated in close proximity to the proposed project that will be impacted by the project.
- b) No Impact – There are no scenic highways or corridors located in close proximity to the project site. While implementation of the project will remove existing embankments located along Dry Creek, they are not considered scenic resources and portions of the stream banks will be restored with native vegetation.
- c) Potentially Significant Unless Mitigation Incorporated – The project involves removal of existing debris levees. During the demolition process, adjacent residents, motorists on Rio Linda Boulevard, and pedestrians and bicyclists using the nearby bicycle trails may notice construction equipment and the impact on the banks as the concrete and asphalt rubble is removed. Demolition is a short-term activity; however, if a plan is not developed to regrade

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## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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and revegetate the disturbed areas, subsequent erosion and continued degradation of the banks could create significantly degrade the visual character of this section of the Parkway. This is considered a potentially significant impact.

The following mitigation measures will be implemented to reduce this project's aesthetic impact to less than significant levels:

### Mitigation Measure 1

Where rubble is to be removed from the face of the channel, a restoration plan shall be incorporated into this project that includes the following elements:

- A planting plan including species, sizes, quantities and spacing for trees, shrubs and herbaceous plants,
- A grading plan showing the final contours of the proposed restoration.
- A Maintenance and Monitoring plan including maintenance schedule, evaluation criteria to determine the success or failure of the restoration, and a remediation plan if the evaluation criteria are not met,
- Any bioremediation techniques necessary to prevent bank erosion.

Where rubble is to be removed from the top of the channel only, a revegetation plan shall be developed to address reseeding and reestablishment of disturbed vegetation.

- d) No Impact – The project does not involve sources of light or glare.

### CONCLUSIONS

With Mitigation Measure 1, this project should result to a less than significant impact to aesthetics.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.2 AGRICULTURE RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**ENVIRONMENTAL SETTING**

Agriculture in the Dry Creek Parkway area consists primarily of small farms. Agricultural production in the region includes irrigated pasture, irrigated crops and dryland crops. The most commonly grown crops include irrigated wheat, alfalfa, and corn. Soil fertility in the California Central Valley is generally high, supporting a rich diversity of agricultural products. General soils in this area include Rossmoor-Vina along Dry Creek, well-drained soils that are either protected by levees or subject to flooding, and San Joaquin, moderately well drained soils that are moderately deep over a cemented hardpan<sup>1</sup>. Soils specific to the Dry Creek Parkway include Liveoak sandy clay loam in the floodway between the stream channels, San Joaquin sandy loam, outside of the floodway but within the floodplain, San Joaquin-Urban land complex, Fiddyment fine sandy loam and various others. Liveoak sandy clay loam is suitable for hay, pasture and irrigated crops. Main limitations include flooding during winter and early spring. San Joaquin sandy loam is suited for irrigated hay and pasture and dryland crops. Depth to claypan is the main limiting factor for production. If used for dryland crops, a surface drainage system is needed. Fiddyment fine sandy loam is suitable for livestock grazing or dryland crops. As with the San Joaquin soils, depth to claypan is an issue.

**DISCUSSION OF IMPACTS**

- a) No impact – This project does not impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

<sup>1</sup> Sacramento County USDA SCS General Soil Map, *Soil Survey of Sacramento County, California*, USDA, April 1993.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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- b) No impact – This project will not conflict with zoning for agricultural use, or a Williamson Act contract.
- c) Less than significant impact – While removal of these levees may increase flooding in this area, which may impact some agricultural uses, the lands that are impact are either publicly owned, or in the process of being purchased by SAFCA. The increased flooding will not preclude agricultural, but may limit some agricultural practices. These impacts are considered less than significant.

### CONCLUSIONS

This project is not anticipated to impact prime, unique or statewide important farmland, conflict with existing agricultural zoning, or otherwise result in the conversion of farmland to non-agricultural use.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.3 AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

The project site is located in Sacramento County, within the Sacramento Valley Air Basin (SVAB), a broad, flat valley bounded by the coastal ranges to the west and the Sierra Nevada to the east. The entire air basin is about 200 miles long in a north-south direction, and has a maximum width of about 150 miles, although the valley floor averages only about 50 miles in width. The SVAB is bounded on the north by the Cascade Range, on the south by the San Joaquin Valley Air Basin, on the east by the Sierra Nevada, and on the west by the Coast Range. The project site is located within the Sacramento Metropolitan Air Quality Management District's (SMAQMD) jurisdictional boundaries.

The U. S. Environmental Protection Agency (EPA) and the California Air Resources

Board (CARB) has established ambient air quality standards for common pollutants (Table 1). These ambient air quality standards are based upon levels of contaminants, which represent safety standards that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because health and other effects of each pollutant are described in criteria documents. The California Air Resources Board in conjunction with the SMAQMD operates air quality monitoring stations within the region that monitor the level of criteria pollutants in the atmosphere.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

**Table 1 – Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone 1-Hour	1-Hour	0.12 ppm	0.09 ppm--
	8-Hour	0.08 ppm	
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	--
	1-Hour	--	.25 ppm
PM10	Annual	50 ug/m3	30ug/m3
	24-Hour	150 ug/m3	50 ug/m3

Both the federal and State governments have enacted laws mandating the identification of areas not meeting the ambient air quality standards and development of regional air quality plans to eventually attain the standards. Under the federal Clean Air Act, Sacramento County has been designated attainment or unclassified for all national ambient air quality standards except ozone and PM<sub>10</sub> standards. Under the State of California system, Sacramento County is designated non-attainment for the California standards of ozone and PM<sub>10</sub>. In order to comply with the California and Federal Clean Air Acts, Sacramento County prepared an air quality attainment plan. Additionally, the SMAQMD in cooperation with other local air districts prepared the 1994 Sacramento Area Regional Ozone Attainment Plan. These plans contain adopted measures, emission inventories, contingency measures, and demonstration of emission reductions that will help the region obtain attainment status for current ozone and PM<sub>10</sub> standards.

### Thresholds of Significance

Sacramento Metropolitan Air Quality Management District's guide to Air Quality Assessment for the Sacramento Region contains guidelines for assessing air quality impacts. For the purposes of this Initial Study, the following thresholds will be utilized to determine whether or not a project will result in a significant impact to air quality:

- Reactive Organic Gases (ROG): 82 lbs/day
- Oxides of Nitrogen (NO<sub>x</sub>): 82 lbs/day

*Lead Agency: Sacramento Area Flood Control Agency*  
*Date: 2/12/03*

*Dry Creek Watershed Flood Control  
and Environmental Enhancement Project*

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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- Particulate Matter (PM<sub>10</sub>): 82 lbs/day

In addition to the above criteria, air quality impacts would also be considered significant if the proposed project would result in any of the following:

- Cause or contribute to a cumulatively considerable net increase of a criteria pollutant in a non-attainment area;
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create odors affecting a substantial number of people.

### DISCUSSION OF IMPACTS

- a) Less-than-significant-impact – The region’s air quality attainment plans and associated emission inventories are primarily based on projected population growth and vehicle miles traveled (VMT). Population projections are based in part on growth anticipated in regional and community plans. Projects that result in population growth not identified in regional or community plans can result in increases in VMT that were not accounted for during preparation of air quality attainment plans. Therefore, projects that result in increases in VMT that are not accounted for in regional attainment plans may have significant adverse effects on the region’s ability to attain or maintain state and federal ambient air quality standards. Implementation of the proposed project is not expected to result in an increased growth in population and therefore not substantially increase VMT. Development of the proposed project will have a less than significant impact on projected emissions that would conflict with or obstruct implementation of the regions’ air quality attainment plans.
- b) Less than significant impact – An increase in criteria pollutants is anticipated to result from grading activities (i.e. dust generation) and construction equipment emissions associated with construction of the proposed drainage improvements. However, grading activities are expected to be limited to a short duration. The increase in criteria pollutants is not anticipated to exceed Sacramento Metropolitan Air Quality Management District’s significant impact thresholds. Therefore, increases in criteria pollutants associated with removal of the rubble levees are not anticipated to result in any violations of applicable air quality standards or contribute substantially to an existing or projected air quality violation.
- c) Potentially significant unless mitigation incorporated – The proposed project does not include construction or operation of any emissions generating sources that would result in or contribute to long term increases in emissions. However construction activities associated with implementation of the project are expected to contribute to a temporary increase in local levels of criteria pollutants including ozone related precursors and particulate matter. As discussed above, the project region is non-attainment under applicable state ambient air quality standards for PM<sub>10</sub> and ozone. While the project’s contribution of criteria pollutants is expected to be temporary, the project’s construction activities will cumulatively increase the levels of criteria pollutants including PM<sub>10</sub> and Ozone for which the project region is non-attainment under state ambient air quality standards. This is considered a potentially significant impact.

The following mitigation measures will be implemented to reduce this project’s air quality impact to less than significant levels:

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**Mitigation Measure 2**

The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**Mitigation Measure 3**

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

- d) Less than Significant Impact - During demolition of the rubble levees, grading activities have the potential to result in the generation of significant amounts of fugitive dust that could potentially expose sensitive receptors to criteria pollutants. However, the mitigation measures described above in Section c would reduce the amount of pollutants generated by the project to a level less than significant. For this reason, this impact would be less than significant.

- 
- e) *No Impact - While no long-term generation of emissions will occur as a result of implementation of the project, construction activities will generate construction emissions that may be considered an objectionable odor by some individuals. However, emissions associated with construction activities including diesel exhaust and fuel vapors are expected to occur in a short-term duration and generation of objectionable odors affecting a substantial number of people is not expected to occur as part of grading activities associated with construction of the drainage improvements. Therefore, this impact is considered less than significant.*

**CONCLUSIONS**

With implementation of Mitigation Measures 2 and 3, the project will not result in less than significant impacts to air quality.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.4 BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The project sites are located within the 100 year floodplain for Dry Creek. This stream is one of four main East-West drainage corridors connecting the foothills to the lower Sacramento Valley through the urban core of the Sacramento metropolitan area. The other corridors include Arcade Creek, the American River, and Morrison Creek. As an open water systems with a high degree of connectivity, these corridors form major migratory routes for terrestrial and aquatic wildlife, including many raptors, songbirds, steelhead and salmon.

A comprehensive biological resource assessment of the Dry Creek Parkway area performed in 1992 showed that this corridor was characterized by a high level of both plant and animal

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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diversity<sup>2</sup>. Over 90 species of plants and 70 species of birds were identified within the Parkway. The riparian habitat along Dry Creek provides valuable nesting, foraging and shelter for bird species, and the grassland, agricultural and riparian ecosystems within the Parkway support a diverse wildlife population.

State Fish and Game surveys have identified thirteen species of fish in Dry Creek reaches within the Parkway, including Steelhead trout and Chinook salmon. Many of these fish species require high water quality and low water temperatures to survive and reproduce.

According to the California Department of Fish and Game Natural Diversity Database, special status species in the area include great blue heron (*Area herodias*), great egret (*Casmerodius albus*), burrowing owl (*Athene cunicularia hypugea*), Swainson's hawk (*Buteo swainsoni*), white-tailed kite (*Elanus caeruleus*), western pond turtle (*Clemmys marmorata marmorata*), giant garter snake (*Thamnophis gigas*), vernal pool tadpole shrimp (*Lepidurus packardii*), vernal pool fairy shrimp (*Branchinecta lynchi*), California linderiella (*Linderiella occidentalis*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), dwarf downingia (*Downingia pusilla*), legenere (*Legenere limosa*)<sup>2</sup>. Valley elderberry beetle (*Desmocerus californicus dimorphus*) habitat may also occur within the Parkway boundaries. A large rookery used by great blue heron and great egret is located on the Hansen Ranch property within the Parkway.

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### DISCUSSION OF IMPACTS

- a) Potentially significant unless mitigation incorporated – This project will not have any long standing affects on candidate, sensitive or special status species, and in the long-run, this project will benefit aquatic and riparian species living along Dry Creek by restoring the creek to a more natural state. Construction activities, however, may potentially disrupt candidate, sensitive or special status species. This is considered a potentially significant impact.

The following mitigation measures will be implemented to reduce this project's candidate, sensitive or special status species impacts to less than significant levels:

### Mitigation Measure 4

Develop a habitat mitigation plan in consultation with the California Department of Fish and Game and other appropriate Federal and State Agencies that includes the following elements:

- (1) Limit construction to timeframes when it will not impact the reproductive habits of candidate, sensitive or special status species, including raptors, salmon and steelhead;
- (2) Perform site surveys of candidate, sensitive or special status species by a qualified biologist prior to starting construction. If such species are identified on the site, stop all work on the site until a remediation plan can be developed by a qualified biologist that will minimize risk to the target species;
- (3) Perform habitat assessment for above species and determine best methods for protection of identified critical habitat.

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<sup>2</sup> Dry Creek Parkway Master Plan, County of Sacramento, Department of Parks, Recreation and Open Space, April 2002.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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- (4) Include a restoration plan that reestablishes any impacted habitat. This restoration plan should conform to the requirements outlined in Mitigation Measure #1;
- (5) Limit construction to the dry season to minimize sedimentation in Dry Creek;
- (6) Establish and clearly mark haul routes and equipment storage areas to minimize soil compaction, disturbance to existing vegetation, and potential contamination from leaking construction equipment;
- (7) Prohibit heavy equipment from entering or crossing the creek;
- (8) Incorporate Best Management Practices to minimize impacts to riparian and aquatic species.

### Mitigation Measure 5

The project- shall prepare and implement a Stormwater, Drainage and Erosion Control Plan to minimize impacts from soil erosion and sedimentation during construction activities. This plan shall conform to all standards adopted by the Placer County Flood Control and Water Conservation District and the City of Roseville. This plan shall include at least the following procedures:

- (1) Protecting all finished graded slopes and exposed soils from erosion using such techniques as erosion control matting and hydroseeding;
  - (2) Protecting downstream waters from sedimentation;
  - (3) Utilization of silt fencing, straw wattles or other beneficial sediment barriers to retain sediment on the project site to the maximum extent feasible;
  - (4) Spill prevention and counter measures;
  - (5) Utilization of temporary water conveyance and water diversion structures to eliminate runoff to the fill slopes;
  - (6) Revegetation and stabilization of exposed areas by replanting disturbed areas with a mix of appropriate vegetation; and
  - (5) Other suitable measures outlined in an approved Erosion Control Manual.
- b) Potentially significant unless mitigation incorporated – This project will improve riparian habitat along Dry Creek by restoring the creek channel to a more natural state. However, construction activities may impact the native vegetation. It is the intent of SAFCA that existing native trees will not be disturbed during this project; however if rubble is to be removed from the face of the streambank, the channel may need recontouring to minimize the risk of erosion and collapse of the streambank. If this is the case, it may become necessary to remove select native trees, including valley oaks, live oaks or blue oaks, to properly contour the banks. This is considered a potentially significant impact.

In addition to Mitigation Measures 3-5, the following mitigation measures will be implemented to reduce this project's riparian habitat impact to less than significant levels:

### Mitigation Measure 6

If it becomes necessary to remove any native trees greater than 4" in diameter, replacement shall be an equivalent number of inches of trees of the same species, planted on-site. A tree mitigation plan shall be developed to specify the replacement, maintenance and monitoring requirements.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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- c) Potentially significant unless mitigation incorporated – This project does not propose to reduce federally protected wetlands; however, construction activities may lead to short-term impacts on local water bodies. This project proposes to remove concrete and asphalt rubble from the streambank of Dry Creek. It may be necessary to work below the high water mark in removal of this rubble. If this is required, it would be considered a potentially significant impact.

The following mitigation measures will be implemented to reduce this project's federally protected wetland impacts to less than significant levels:

**Mitigation Measure 7**

Perform an assessment to delineate the extent of the Waters of the U.S. that will be impacted by these activities, and obtain permits necessary to perform this work.

- d) Potentially significant unless mitigation incorporated – This project should benefit fish and wildlife migration by improving riparian vegetation along banks where the asphalt and concrete rubble is to be removed. Due to construction activities within the Dry Creek riparian belt, this project could have a potentially significant impact on the movement of native resident or migratory fish or wildlife species during the time span of construction; however, if mitigation measures 4 and 5 are performed, this project should have a less than significant impact.
- e) Potentially significant unless mitigation incorporated – If it becomes necessary to remove native trees in order to recontour the stream banks for stability due to removal of concrete or asphalt rubble, this project may have a potentially significant impact on Sacramento County's tree preservation ordinances; however, mitigation measure 6 will reduce this impact to a less than significant level.
- f) No Impact – This project should not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The long-term effects of this project benefit terrestrial and aquatic wildlife habitat in the region.

**CONCLUSIONS**

This project has long-term benefits to the health of the biological resources in the area. Removal of concrete and asphalt debris will allow the creek channel to adopt a more natural form, and allow trees and shrubs to grow more densely on the stream banks. Construction activities to remove this concrete and asphalt rubble, however, may have a potentially significant impact on biological resources unless mitigation is incorporated. If the mitigation measures above are performed, these impacts should be reduced to less than significant levels.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.5 CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Pre-Historical Resources

The earliest evidence of widespread human inhabitation of this region indicates that the Windmill Pattern began occupation around 4000 years ago. These peoples were hunter-gatherers characterized by baked clay artifacts, shell ornaments, basketry and distinctive burial patterns. The Berkeley Pattern replaced the Windmill Pattern approximately 500 B.C. when Miwok groups moved into the Central Valley from the coastal areas. The Berkeley Pattern was identifiable by their increased use of pestels and mortars, bone artifacts, flaked stone, shell ornaments, and burial practices. At approximately A.D.600, the Augustine Pattern replaced the Berkeley Pattern. These peoples include the Nisenan and the Maidu. They were characterized by the use of bow and arrows, shaped mortars and pestles, trade and large populations, as well as their social structure and distinctive burial practices.<sup>3</sup>

The Nisenan inhabited the Sacramento valley and Sierras from the west bank of the Sacramento River east almost to Lake Tahoe and from the Cosumnes River north to the Feather River. They were hunters and gatherers who seasonally migrated in the warmer months to permit harvesting of mountain foodstuffs such as pine nuts. They lived in small tribes composed of a collection of villages and loosely led by headmen.

<sup>3</sup> Moratto, M.J. *California Archaeology*, Academic Press, 1984, San Diego, CA.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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Europeans first entered the territory in 1808, when Moraga crossed the lower reaches of the Sacramento River. The first Euroamericans began operations between 1828 and 1836, when fur trappers from the Hudson's Bay Company entered the territory. In 1833, epidemics killed up to 75% of the Nisenan population, and the remainder were unable to resist further encroachment into their territory by miners and settlers following the establishment of Sutter's mill in 1839. Many of the survivors became laborers in mines or on ranches.

### Historical Resources

Properties of historical significance in California are designated in one of three state registration programs: State Historical Landmarks, Points of Historical Interest, and the California Register of Historic Places. The California Department of Parks and Recreation Office of Historic Preservation is the governmental agency responsible for administering the historic preservation program in California including oversight of the designation program and maintenance of the list of registered sites. All sites registered with the Office of Historic Preservation are tracked by listing number. According to the Office of Historic Preservation there are various sites designated as significant historical resources within Sacramento County. None of the sites currently designated by the State Office of Historic Preservation as properties of historical significance are in close proximity to the project.

### DISCUSSION OF IMPACTS

- a) Potentially Significant Unless Mitigation Incorporated - No state listed historic resources sites registered with the Office of Historic Preservation are located within the boundaries of the project site. Additionally, no known historic resources as defined by 15064.5 will be affected by the proposed drainage improvements including structures that may meet the criteria for listing on the California Register of Historical Resources (Public Resource Code Section 5024.1, Title 14 CCR Section 4852). However, grading and excavation activities associated with removal of rubble levees may potentially uncover historic resources not previously identified in the project area and surrounding environment. This is considered a potentially significant impact.
- b) Potentially Significant Unless Mitigation Incorporated - While archaeological resources are not anticipated to be affected by the project, grading activities may potentially uncover archaeological resources not currently evident. This is considered a potentially significant impact.
- c) Potentially Significant Unless Mitigation Incorporated - A field survey of the proposed project area did not reveal the presence of unique paleontological resources or unique geologic features. However, in areas like the project area where the underlying geologic formations are not readily evident, paleontological resources and/or unique geologic features would not typically be visible. Grading and excavation activities could damage or destroy these resources if they are present in the project area. This is considered a potentially significant impact.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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Implementation of the following mitigation measure would reduce the project's potentially significant impact to historical, archaeological and paleontological resources to a less-than-significant level.

**Mitigation Measure 8**

In the event that any prehistoric, historic, archeological or paleontological subsurface cultural resources including unusual amounts or fragments of bone are discovered during construction related grading activities, all work within 50 feet of the resource shall be halted and the District shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any resources found on the site are determined to be significant, the District and the consulting archaeologist shall determine the appropriate course of action. A report shall be prepared by a qualified archaeologist and filed with the Office of Historic Preservation and / or the North Central Information Center on the appropriate forms documenting the significance of all significant cultural resources found at the project site. This mitigation measure shall be noted on all construction plans and specifications prepared for this project.

- d) No Impact – Due to the historic land use activities on the project site, the project is not anticipated to disturb any human remains, including those interred outside of formal cemeteries.

**CONCLUSIONS**

With implementation of Mitigation Measure 8, the project will not result significant impacts to cultural resources.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.6 GEOLOGY AND SOILS.** Would the project:

- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:   |                          |                                     |                                     |                                     |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iv) Landslides?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

California's Central Valley began formation approximately 130 million years ago when a pre-Sierran mountain range on the North American Continent's western margin began an erosional phase. Sediments from this possibly 15,000 foot mountain range were carried to the continental margin and deposited, causing the underlying structure to subside beneath the weight to form a long, sediment filled trough. This erosion, which occurred over 55 to 80 million years, exposed the underlying granite that eventually uplifted to become the Sierra Nevada Mountains.

Geomorphologically, the valley lowlands in which this project is located are organized into three significant types: low floodplains, high floodplains and low stream terraces. The low floodplains

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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are the youngest geomorphic surfaces and are frequently inundated during storm events. Waterways in this formation exhibit significant meanders. The surface is composed of alluvium, derived from mixed sedimentary, granitic and metamorphic rock sources, covering older geomorphic surfaces. These low floodplains have a seasonally high water table due to seepage. High floodplains are found above low floodplains along rivers and in streams. In the high floodplains, creeks exhibit weak bar and channel topography and some meander scars. Above the high floodplains, low stream terraces such as the Liveoak soils along Dry Creek are formed from mixed rock sources, primarily granitic. In stream drainages such as Dry Creek, low and high floodplains and low stream terraces mix intricately, making strict geomorphological classifications difficult. Above the low stream terraces are the low, intermediate and high terraces, but these are less likely in the project area.

General soils in this area include Rossmoor-Vina along Dry Creek, well-drained soils that are either protected by levees or subject to flooding, and San Joaquin, moderately well drained soils that are moderately deep over a cemented hardpan<sup>4</sup>. Soils specific to the Dry Creek Parkway include Liveoak sandy clay loam in the floodway between the stream channels, San Joaquin sandy loam, outside of the floodway but within the floodplain, San Joaquin-Urban land complex, Fiddymment fine sandy loam and various others. Runoff is slow on Liveoak sandy clay loam and erosion potential is slight. The soil is occasionally flooded during storms. Channel and deposition are common along streambanks. San Joaquin sandy loam has a claypan at 20 to 36" depth. The shrink-swell potential is high. Runoff is very slow to moderate, and erosion potential is slight to moderate. Runoff and erosion potential are somewhat dependant upon slope. As with San Joaquin soils, Fiddymment soils have a claypan at a depth of 15 to 25 inches. They have moderate shrink-swell potential and runoff is slow to moderate, depending upon slope. The water erosion hazard is slight.

Due to the presence of active and potential faults in the state, all areas within the state are susceptible to some degree of seismic ground-shaking and associated seismic hazards including liquefaction. The Sacramento Valley is generally considered less seismically active than other areas of California, and there are no known active faults in Sacramento County. However, the project area is susceptible to seismic groundshaking due to earthquake faults associated with the Foothills/Bear Mountain system, Coast Range-Sierran block boundary, and the San Andreas.

### DISCUSSION OF IMPACTS

- a)
  - i) No Impact – This project is not located in an Alquist-Priolo Earthquake Fault Zone, and no known faults are in the vicinity. Since no human-use improvements are planned with this project, risk to people or structures due to earthquakes, strong seismic ground shaking, seismic related ground failure, or landslides is minimal. No major faults are known to underlie the properties under consideration, although the possibility of unknown faults cannot be entirely dismissed anywhere in California. While some slight increase of public usage may occur following the acquisition of the fee title properties, public access is not planned for these parcels as part of this project, and low usage will make hazards slight.
  - ii) No Impact – See comments under Section i above.

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<sup>4</sup> Sacramento County USDA SCS General Soil Map, *Soil Survey of Sacramento County, California*, USDA, April 1993.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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- iii) No Impact – See comments under Section i above.
- iv) Less than Significant Impact – See comments under Section i above.
- b) Potentially significant unless mitigation incorporated – If concrete and asphalt armoring are removed from the banks of Arcade Creek, the unarmored banks may be subject to significant erosion during subsequent storm events. This is considered a potentially significant impact.
- c) Potentially significant unless mitigation incorporated – Removal of asphalt and concrete rubble from the stream banks may create a situation in which the banks become unstable, causing a landslide, collapse or soil migration. This is considered a potentially significant impact.

Implementation of the following mitigation measure would reduce the projects potentially significant impact to soil erosion, loss of topsoil, or instability of creek bank soils to a less-than-significant level.

### Mitigation Measure 9

A hydrologic study of the stream banks and stormwater flowage in the section of the creek under consideration should be performed to determine bank stability under hydrologic forces associated with high water events. If this study shows the banks to be susceptible to erosion or collapse following removal of riprap, the banks should be laid back to reduce their slopes. Mitigation measure #1 should be followed to revegetate the banks with plants such as willows and sedges having sufficient root mass to help resist water erosion. Demolition, grading and planting should be conducted early enough in the growing season to allow establishment of plants prior to winter storms.

- d) Less than Significant Impact – The San Joaquin and Fiddymont soils on the sites have moderate to high shrink-swell potential, but since no construction is planned that would be affected by these soils, they do not represent a risk to life or property.
- e) No Impact – No septic tanks or alternative wastewater disposal systems are planned as a part of this project.

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### **CONCLUSIONS**

While earthquake and related damage is always a possibility in California, Sacramento County has no major known faults, and the danger to public safety as a result of this project will be minimal. The soils in the project site have some chance of erosion or slumping in the vicinity of the creek banks, however, if Mitigation Measure #9 is followed, this should reduce the chance of erosion or bank failure to a less than significant level. Soils in the general region have moderate to high shrink-swell potential, however, since this project does not include structures or incompatible land uses, the potential problems should not be significant.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.7 HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**ENVIRONMENTAL SETTING**

The U.S. EPA database contains one Air Emissions site and four Hazardous Waste sites within one mile of the Parkway. The Air Emission site is listed as R.C. Collet Incorporated on Elkhorn

*Lead Agency: Sacramento Area Flood Control Agency  
Date: 2/12/03*

*Dry Creek Watershed Flood Control  
and Environmental Enhancement Project*

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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Boulevard. No address is given, but the map shows it to be within the boundaries of the Parkway. None of the four hazardous waste sites are within the Parkway, but are listed here because they are nearby: the Pacific Bell facility at 721 L Street in Rio Linda, a second Pacific Bell site several hundred feet southeast of the first, TOSCO Northwest Company at 8001 Watt Avenue in Antelope, and the Shell Service Station at 7969 Watt Avenue in Sacramento. None of these sites are near the project site.

The majority of the land within the Parkway is open space, rural residential or small parcel agricultural. No significant hazardous wastes would normally be associated with these types of land uses, however, household chemicals and agricultural pesticides and herbicides could be contaminants in the soil.

The Rio Linda Airport, a public use airfield, is located within 1000 feet of the project site.

### DISCUSSION OF IMPACTS

- a) Potentially Significant Impact Unless Mitigation Incorporated – Any construction in or near an urban area has the potential for uncovering hazardous material during excavation. There is no reason to suspect that the project site includes hazardous materials; however if any are found in the demolition phase, they must be disposed in an appropriate manner. This is considered a potentially significant impact.

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

#### Mitigation Measure 10

If site construction uncovers any unknown hazardous materials, if any workers experience symptoms of exposure to hazardous materials, or if known hazardous materials are discovered that present a serious health-risk, work will stop immediately, and personnel will leave the affected area until a hazardous materials response team can be called in to assess the material and recommend appropriate methods for handling and disposal. If known hazardous materials are discovered that do not possess a serious health risk, appropriate measures shall be followed to handle and dispose of the materials.

- b) Potentially Significant Impact Unless Mitigation Incorporated – The operation and storage of construction equipment on the project site has the potential to affect water quality through the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. This is considered a potentially significant impact.

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

#### Mitigation Measure 11

Spill prevention measures shall be included on the construction plans for the proposed improvements to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. Such measures shall include rules requiring 1) the storage of reserve

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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fuel and the refueling of construction equipment within designated construction areas, and  
2) inspection of vehicles for oil and fuel leaks.

- c) No impact – The project is not located within one-quarter mile of a school.
- d) No impact – The project site is not included on a list of hazardous materials sites compiled pursuant to government Code Section 65962.5 and no impact would occur with project implementation.
- e) Less than significant impact – While the project site is located within 1000 feet of Rio Linda Airport, this airstrip is used by small planes only, and no significant safety hazard from the airport is anticipated.
- f) No impact – The project is not located with the vicinity of a private airstrip, and therefore no safety hazard would result for people residing or working in the project area. No impact would occur with project implementation.
- g) No impact – The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- h) Less than Significant impact – project will not add any new uses that could create a greater fire risk that currently exists. Fire suppression equipment including fire extinguishers will be kept on site during construction in accordance with local fire codes and standards. The exposure of people or property to significant fire hazards will be less than significant.

**CONCLUSIONS**

The project does not include any generation or handling of hazardous waste. While there is a possibility that buried hazardous waste could be uncovered during demolition, if this occurs, following Mitigation Measure 10 would reduce the risks to a less than significant level. Adoption of Mitigation Measure 11 will reduce the impact of an onsite fuel, oil or grease spills associated with construction equipment to a less than significant level.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.8 HYDROLOGY AND WATER QUALITY. *Would the project:***

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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### ENVIRONMENTAL SETTING

The debris removal planned in this project is within the Dry Creek floodway. The Dry Creek watershed encompasses approximately 60,000 acres of foothill and valley lands in Placer and Sacramento Counties and includes Dry Creek, Linda Creek, Cirby Creek, Miner's Ravine, Secret Ravine, Antelope Creek and Clover Valley Creek. Water quality in the creek is particularly high for an urban stream. Both steelhead trout and Chinook salmon have been observed by CDFG in the creek. A brief site visit performed in February 2003 showed this section of Dry Creek to have relatively high banks (approximately 6 to 8 feet above the current water level), moderately healthy structure (pools and riffles), and flowing at a moderate rate (roughly 1-3 fps).

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### DISCUSSION OF IMPACTS

- a) Potentially Significant unless Mitigation Incorporated - Construction activities associated with the demolition of the rubble levees may potentially cause or result in erosion and/or siltation. Erosion of on-site soils can lead to increased levels of suspended sediments and turbidity in receiving waters of Dry Creek. Soil erosion associated with the increase in the turbidity of receiving waters could potentially impact water quality and result in a violation of water quality standards. Additionally, the operation of heavy equipment has the potential to affect water quality through the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. This is considered a potentially significant impact.

Mitigation Measure 5 should reduce the impact of construction activities to a less than significant level.

- b) No impact – This project will not affect groundwater supplies or recharge.
- c) Potentially Significant unless Mitigation Incorporated – The project may lead to changes that permanently alter the existing drainage pattern of the project site. Removal of rubble from the face of the channel may require recontouring of the banks to reduce the risk of erosion, or otherwise expose the banks to excessive erosional forces that were previously controlled by the riprap. Construction activities will expose soil that under stormwater flows may potentially result in substantial erosion and/or siltation. Two potential sources exist for discharging sediment into the creek: 1) stormwater runoff from the site eroding the exposed banks above the ordinary high water line, 2) floodwater in the channel eroding the exposed banks below the ordinary high-water line. This is considered a potentially significant impact.

Implementation of the following mitigation measure would reduce the potential construction related erosion and sedimentation impacts to less-than-significant levels:

### Mitigation Measure 12

Structural controls shall be installed to reduce the energy of water flowing across exposed soils and to physically trap and allow sediment to settle out of runoff. Structural erosion control methods (i.e. filter fabric silt fences, interceptor dikes and swales) shall be included on the project's grading plans. All exposed soils will be revegetated with sedges, willow sprigs and other appropriate riparian trees, shrubs and groundcover to reduce the risk of erosion. All construction will be completed early in the growing season to allow vegetation to establish a healthy root mass before the start of the fall and winter rains.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**Mitigation Measure 13**

An assessment shall be performed by an experience hydrologic engineer to determine the stability of the exposed banks, and if determined to be necessary, the banks will be regraded to reduce the risk of floodwater erosion.

- d) No impact – The project will not increase the rate or amount of surface runoff.
- e) No impact – The project will not create or contribute additional runoff, or provide substantial polluted runoff other than the potential for sediment discharge discussed in section c.
- f) No impact – The project will not degrade water quality other than the potential impacts discussed in sections a and c.
- g) No impact – The project does not include housing, nor will it increase the extent of the 100 year floodplain.
- h) No impact – The structure includes removal of structures from the floodplain. No additional structures will be placed within the floodplain.
- i) Less than significant impact – The project does not increase flooding, nor does it construct a dam or levee. Removal of the existing levees may increase flooding in the adjacent agricultural or natural open space lands; however these are publicly owned properties, and no risk to the public is anticipated from flooding these lands.
- j) No impact – The project is not at risk from seiche, tsunami or mudflows.

**CONCLUSIONS**

If the mitigation measures recommended are implemented, this project should result in a less than significant impact to hydrology and water quality.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.9 LAND USE AND PLANNING. *Would the project:***

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

*Land use in the Parkway includes public, vacant, agricultural, residential, open space/park, and floodplain. Residential usage is mostly rural, large lot single family. Much of the land in the floodway is publicly owned floodplain/open space. Figure 3.9-1 shows the land uses within the Dry Creek floodplain. Planning goals for the Parkway are as follows:*

1. To develop Dry Creek Parkway as a valuable asset to both the community and the region.
2. To manage the Parkway in a manner that will preserve, protect, enhance, and interpret the diverse resources of the Parkway including archaeological and cultural resources, adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, habitat to support these species, diverse natural vegetation, and adequate channel capacity and conveyance to support flood control.
3. To provide opportunities for the protection, and enhancement of wildlife and habitat through the creation of a continuous open space corridor along Dry Creek extending from the Sacramento/Placer County line to the Sacramento city limits.
4. To provide for public use and trail access opportunities compatible with the goals of the Parkway.
5. To obtain funding and develop partnerships to facilitate development and management of the Parkway.
6. To establish realistic and sustainable development and management strategies for the Parkway.
7. To insure continued inter-agency and inter-departmental coordination and cooperation in support of the Dry Creek Parkway and development of the regional trail system within Sacramento County, the City of Sacramento, Placer County, and surrounding communities.

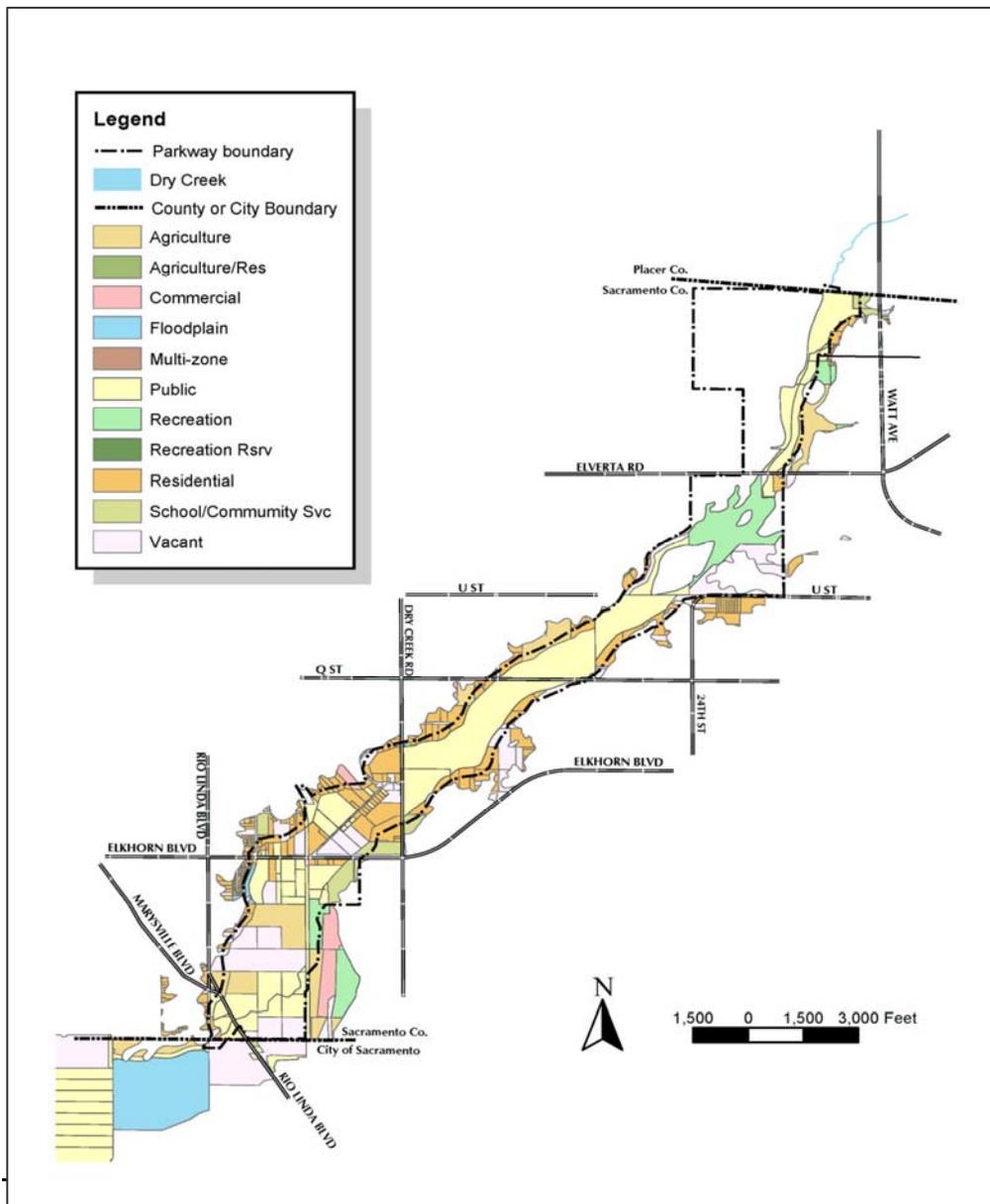
## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

### DISCUSSION OF IMPACTS

- a) No Impact – This project does not physically divide an established community. The Dry Creek Parkway already forms a physical division in this area.
- b) No Impact – This project supports the land use plans for the Parkway.
- c) No Impact – This project supports the habitat conservation plans for the Parkway.

### CONCLUSIONS

This project supports the Dry Creek Parkway Master Plan, developed to meet the goals of the Parkway. It will have no negative impacts on land use or planning in the area.



**Figure 3.9-1. Land Use within Dry Creek Floodplain**

*ershed Flood Control  
enhancement Project*

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.10 MINERAL RESOURCES. *Would the project:***

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

The proposed project sites may contain minerals including sand and/or gravel. However, no mineral extraction is planned in this project, beyond that minor amount that may be removed with the rubble.

**DISCUSSION OF IMPACTS**

- a) No Impact – The project site is not designated as a mineral resource that is of value to the region or the residents of the state.
- b) No Impact - The proposed project site is not located in an area delineated in the City of Roseville General Plan as locally important mineral resource recovery sites.

**CONCLUSIONS**

This project will not result in impacts to mineral resources.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3.11 NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The area surrounding the Parkway is primarily composed of single family rural residential homes with some agriculture. Residential land uses can be sensitive to noise sources, such as those accompanying construction. Also adjacent to the Parkway, near the Long and Mojica properties, are a small public airport and three water-ski lakes.

The County of Sacramento has identified maximum allowable noise levels applicable to new projects affected by or including non-transportation noise sources. Generally, projects that result in noise levels equal to or greater than 60 decibels at or adjacent to sensitive noise receptors is considered a significant impact. Noise sensitive receptors are generally considered to include churches, residences, libraries, schools, hotels and other places where low noise levels are an essential element of their intended purposes. Residential land uses are of a primary concern because noise can result in prolonged exposure of individual to both interior and exterior noises. Noise sensitive land uses located in close proximity to the project site primarily consist of single family dwellings and users of the existing bicycle and pedestrian trails.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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### DISCUSSION OF IMPACTS

- a) Potentially Significant Unless mitigation Incorporated – The primary source of noise associated with the project is construction related noise. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction and the construction activities being performed. Noise levels associated with construction activities typically ranges from 76 dBA to 84dBA with intermittent individual equipment noise levels reaching as high as 88 dbA for brief periods of time. While noise from point sources such as construction activities are expected to decrease by about 6 dBA with each doubling of distance from the source to receptor, average daily noise levels at nearby sensitive receptors could potentially exceed the City’s noise standards. Additionally, construction activities that occur during the more sensitive time period of the day (e.g. 7 p.m. to 7a.m.) could result in sleep disruption and increased levels of annoyance to occupants of residential structures in the vicinity of the project. As a result, construction-generated noise is considered to have a potentially significant temporary impact to nearby sensitive noise receptors.

Implementation of the following mitigation measure would reduce potentially significant impacts associated with construction noise to a less than significant level:

#### Mitigation Measure 14

- Noise-generating construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday.
  - All construction vehicles and equipment shall be equipped with properly operating and maintained mufflers in accordance with manufacturer’s recommendations.
  - Construction equipment shall be turned off when not in use.
  - Active construction areas shall be closed to public access.
- b) Less than Significant Impact – Construction activities are anticipated to involve the utilization of various type of construction equipment that result in varying degrees of ground vibration. Construction vibration (measured in inches per second peak particle velocity) is anticipated to range from 0.089 inches per second pp. at 25 feet for a large bulldozer to 0.003 inches per second pp. at 25 feet for a small tractor. For the protection of residential structures, the California Department of Transportation recommends a maximum threshold of 0.2 inches per second pp. Based on this threshold, the projects exposure of persons to or generation of excessive ground borne vibrations is considered less than significant.
- c) No Impact - The proposed rubble removal will not result in a substantial permanent increase in ambient noise levels above existing noise levels and therefore there is no impact.
- d) Potentially significant unless mitigation incorporated – As discussed under Item a above, construction activities may potentially result in temporary increases in noise levels in the area. While, the project would not result in the any long-term sources of stationary noises or result in noticeable increases in traffic in the vicinity of the project, construction activities may substantially increase ambient noise levels in the project vicinity over existing levels. Mitigation Measure 14 requires the use of equipment noise control devices and limits the hours of construction to less noise sensitive hours. With implementation of Mitigation Measure 14, this impact would be considered to be less than significant.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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- e) Less than Significant Impact – This project is located with 1000 feet of the Rio Linda Airport, a public airstrip utilized primarily by light planes. As such, it is not a significant noise generator, and should not impact people residing or working in the project area.
  - f) No impact – the project is not located in the vicinity of a private airstrip.
- 

### **CONCLUSIONS**

*With implementation of Mitigation Measure 14, the project will not result in significant noise impacts.*

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.12 POPULATION AND HOUSING.** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

Housing in this region is mostly rural residential. Some pockets of higher density single-family detached homes are also in the vicinity. Growth in the Sacramento Metropolitan area is high. Since 1990, Sacramento County has experienced population growth and related development that exceeds the state as a whole. It is likely that this sparsely populated area of large-lot residential homes will experience increasing growth pressures over the coming years.

**DISCUSSION OF IMPACTS**

a) No impact – This project will not induce population growth directly or indirectly.

b) No impact – This project will not displace existing housing.

c) No impact – This project will not displace people.

**CONCLUSIONS**

This project will no impact on population and housing.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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*3.13 PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:*

a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**ENVIRONMENTAL SETTING**

The Dry Creek Parkway falls within the unincorporated communities of Rio Linda and Elverta, and is served by Sacramento County Sheriff and Sac Metro fire departments. Due to the nature of the project, it should have no impact to schools, parks or other public facilities.

**DISCUSSION OF IMPACTS**

a) No Impact – This project does not increase reliance on fire protection services.

b) No Impact – This project will does not require police protection services.

c) No Impact – This project does not increase requirements for school services.

d) No Impact – This project does not increase requirements for public parks.

e) No Impact – This project will have no impacts on other public facilities.

**CONCLUSIONS**

This project will have no impact on public services.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.14 RECREATION.**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

The rubble levees fall within the Dry Creek Parkway, an open space corridor planned to contain bikeways, equestrian trails, and pedestrian paths and linked to the Ueda Parkway to the west and the Dry Creek Greenway to the east. Local parks and other recreational resources within or adjacent to the Parkway include Central (Rio Linda) Park, Depot Park, Cherry Island Golf Course, Cherry Island Soccer Complex, Gibson Ranch Park, and Antelope Greens Golf Course. This project should have no negative impact on existing recreational resources. It will enhance existing recreational resources by restoring the stream banks within the Parkway to a more natural state.

**DISCUSSION OF IMPACTS**

- a) No impact – Removal of the rubble levees will not increase usage of existing recreational resources.

- b) No impact -- No recreational facilities are included in this project.

**CONCLUSIONS**

This project will have no impact on existing recreational resources.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.15 TRANSPORTATION/TRAFFIC. *Would the project:***

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**ENVIRONMENTAL SETTING**

The Parkway is crossed by several major arterials, including Elverta Road, Elkhorn Boulevard, and Rio Linda Boulevard. Local collector streets within the Parkway include Cherry Lane, Curved Bridge Road, Q Street, Linda Lane, Crystal Road, and Gibson Ranch Park Road. Access to the Parkway will likely be via Elverta Road, Elkhorn Boulevard, or Rio Linda Boulevard. Watt Avenue may also experience a traffic increase as a result of the Parkway. The levee removal will not result in an increase in traffic on any of the arterials or local collector roads, except during the construction phase.

**DISCUSSION OF IMPACTS**

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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- a) Less than Significant Impact - The proposed project is not expected to generate significant vehicle trips, increase the volume to capacity ratio on local road or significantly increase the amount of vehicle miles traveled over existing conditions. Minor increases in traffic are however expected during the construction of the proposed improvements. Nonetheless, the project will not cause a significant increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system. This is considered a less than significant impact.
- b) No impact -- Acquisition of these properties and easements will not affect traffic in the area.
- c) No impact -- Acquisition of these properties and easements will not affect air traffic.
- d) No impact -- No roads or other improvements are planned in this project that could increase hazards.
- e) **NO IMPACT -- NO IMPROVEMENTS ARE PLANNED IN THIS PROJECT THAT WOULD REQUIRE EMERGENCY SERVICE ACCESS.**
- f) **NO IMPACT -- NO IMPROVEMENTS ARE PLANNED IN THIS PROJECT THAT WOULD REQUIRE PARKING.**
- g) **NO IMPACT -- THIS PROJECT SUPPORTS EXISTING ALTERNATIVE TRANSPORTATION PLANS.**

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**CONCLUSIONS**

Except for during the construction phase, this project will have no impact on existing recreational resources. Increased traffic due to the construction of this project will have a less than significant impact on transportation.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.16 UTILITIES AND SERVICE SYSTEMS. WOULD THE PROJECT:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state and local statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL SETTING

No public utility or service facilities exist in the project area that will require water or contribute to wastewater.

DISCUSSION OF IMPACTS

- a) No impact -- This project will not generate wastewater.
- b) No impact -- This project will not generate wastewater.
- c) No impact -- This project will not increase stormwater runoff above current levels.
- d) No Impact -- The proposed project does not require potable water. No existing or new water supplies are necessary to serve the project. As such no existing entitlements, or new

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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or expanded entitlements are needed to serve the project and therefore no impact would occur.

- e) No impact – The project has no demand for wastewater treatment.
- f) No impact – The project does not generate waste requiring the services of a landfill.
- g) No impact -- The project does not generate solid waste.

### CONCLUSIONS

The debris removal will have no impact on utilities or service systems.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**3.17 MANDATORY FINDINGS OF SIGNIFICANCE**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

DISCUSSION OF IMPACTS

- a) Less than Significant Impact – The project will not degrade the quality of the environment. Implementation of mitigation measures identified in section 3.4 – Biological resources, would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of rare or endangered plans or animals. Mitigation measures identified in Section 3.5 – Cultural resources would ensure that the project would not eliminate important examples of the major periods of California history or prehistory.
- b) No Impact – No significant cumulatively considerable impacts would occur with development of this project. The debris removal is part of the development of the Dry Creek Parkway, a large open space network that encourages alternative transportation and recreation; however, no cumulatively considerable negative contributions or impacts will result from implementation of this debris removal project.
- c) No Impact – No project related environmental effects were identified that would cause substantial adverse effects on human beings.

**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**4.1 Determination**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheets have been added to the project (see following pages). A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based upon the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that, although the proposed project could have a significant effect on the environment, there will NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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### 4.2 MITIGATION MEASURES FOR THE PROJECT

#### Mitigation Measure 15

Where rubble is to be removed from the face of the channel, a restoration plan shall be incorporated into this project that includes the following elements:

- A planting plan including species, sizes, quantities and spacing for trees, shrubs and herbaceous plants,
- A grading plan showing the final contours of the proposed restoration.
- A Maintenance and Monitoring plan including maintenance schedule, evaluation criteria to determine the success or failure of the restoration, and a remediation plan if the evaluation criteria are not met,
- Any bioremediation techniques necessary to prevent bank erosion.

Where rubble is to be removed from the top of the channel only, a revegetation plan shall be developed to address reseeding and reestablishment of disturbed vegetation.

#### Mitigation Measure 16

The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

#### Mitigation Measure 17

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.

## DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION

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### Mitigation Measure 18

Develop a habitat mitigation plan in consultation with the California Department of Fish and Game and other appropriate Federal and State Agencies that includes the following elements:

- (9) Limit construction to timeframes when it will not impact the reproductive habits of candidate, sensitive or special status species, including raptors, salmon and steelhead;
- (10) Perform site surveys of candidate, sensitive or special status species by a qualified biologist prior to starting construction. If such species are identified on the site, stop all work on the site until a remediation plan can be developed by a qualified biologist that will minimize risk to the target species;
- (11) Perform habitat assessment for above species and determine best methods for protection of identified critical habitat.
- (12) Include a restoration plan that reestablishes any impacted habitat. This restoration plan should conform to the requirements outlined in Mitigation Measure #1;
- (13) Limit construction to the dry season to minimize sedimentation in Dry Creek;
- (14) Establish and clearly mark haul routes and equipment storage areas to minimize soil compaction, disturbance to existing vegetation, and potential contamination from leaking construction equipment;
- (15) Prohibit heavy equipment from entering or crossing the creek;
- (16) Incorporate Best Management Practices to minimize impacts to riparian and aquatic species.

### Mitigation Measure 19

The project- shall prepare and implement a Stormwater, Drainage and Erosion Control Plan to minimize impacts from soil erosion and sedimentation during construction activities. This plan shall conform to all standards adopted by the Placer County Flood Control and Water Conservation District and the City of Roseville. This plan shall include at least the following procedures:

- (1) Protecting all finished graded slopes and exposed soils from erosion using such techniques as erosion control matting and hydroseeding;
- (2) Protecting downstream waters from sedimentation;
- (3) Utilization of silt fencing, straw wattles or other beneficial sediment barriers to retain sediment on the project site to the maximum extent feasible;
- (4) Spill prevention and counter measures;
- (5) Utilization of temporary water conveyance and water diversion structures to eliminate runoff to the fill slopes;
- (6) Revegetation and stabilization of exposed areas by replanting disturbed areas with a mix of appropriate vegetation; and
- (5) Other suitable measures outlined in an approved Erosion Control Manual.

### Mitigation Measure 20

If it becomes necessary to remove any native trees greater than 4" in diameter, replacement shall be an equivalent number of inches of trees of the same species, planted on-site. A tree mitigation plan shall be developed to specify the replacement, maintenance and monitoring requirements.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**Mitigation Measure 21**

Perform an assessment to delineate the extent of the Waters of the U.S. that will be impacted by these activities, and obtain permits necessary to perform this work.

**Mitigation Measure 22**

In the event that any prehistoric, historic, archeological or paleontological subsurface cultural resources including unusual amounts or fragments of bone are discovered during construction related grading activities, all work within 50 feet of the resource shall be halted and the District shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any resources found on the site are determined to be significant, the District and the consulting archaeologist shall determine the appropriate course of action. A report shall be prepared by a qualified archaeologist and filed with the Office of Historic Preservation and / or the North Central Information Center on the appropriate forms documenting the significance of all significant cultural resources found at the project site. This mitigation measure shall be noted on all construction plans and specifications prepared for this project.

**Mitigation Measure 23**

A hydrologic study of the stream banks and stormwater flowage in the section of the creek under consideration should be performed to determine bank stability under hydrologic forces associated with high water events. If this study shows the banks to be susceptible to erosion or collapse following removal of riprap, the banks should be laid back to reduce their slopes. Mitigation measure #1 should be followed to revegetate the banks with plants such as willows and sedges having sufficient root mass to help resist water erosion. Demolition, grading and planting should be conducted early enough in the growing season to allow establishment of plants prior to winter storms.

**Mitigation Measure 24**

If site construction uncovers any unknown hazardous materials, if any workers experience symptoms of exposure to hazardous materials, or if known hazardous materials are discovered that present a serious health-risk, work will stop immediately, and personnel will leave the affected area until a hazardous materials response team can be called in to assess the material and recommend appropriate methods for handling and disposal. If known hazardous materials are discovered that do not possess a serious health risk, appropriate measures shall be followed to handle and dispose of the materials.

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**DRY CREEK DEBRIS REMOVAL AND INVASIVES ERADICATION**

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**Mitigation Measure 25**

Spill prevention measures shall be included on the construction plans for the proposed improvements to address the accidental or inadvertent release of oil, grease, or fuel into adjacent waterways. Such measures shall include rules requiring 1) the storage of reserve fuel and the refueling of construction equipment within designated construction areas, and 2) inspection of vehicles for oil and fuel leaks.

**Mitigation Measure 26**

Structural controls shall be installed to reduce the energy of water flowing across exposed soils and to physically trap and allow sediment to settle out of runoff. Structural erosion control methods (i.e. filter fabric silt fences, interceptor dikes and swales) shall be included on the project's grading plans. All exposed soils will be revegetated with sedges, willow sprigs and other appropriate riparian trees, shrubs and groundcover to reduce the risk of erosion. All construction will be completed early in the growing season to allow vegetation to establish a healthy root mass before the start of the fall and winter rains.

**Mitigation Measure 27**

An assessment shall be performed by an experience hydrologic engineer to determine the stability of the exposed banks, and if determined to be necessary, the banks will be regraded to reduce the risk of floodwater erosion.

**Mitigation Measure 28**

- Noise-generating construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Friday.
- All construction vehicles and equipment shall be equipped with properly operating and maintained mufflers in accordance with manufacturer's recommendations.
- Construction equipment shall be turned off when not in use.
- Active construction areas shall be closed to public access.