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Appendix A  
Initial Study, Notice of Preparation and Comments

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# Dry Creek Greenway Regional Vision Notice of Preparation & Initial Study

*Prepared For:*



**Placer County Planning Department  
11414 B Avenue, Auburn, CA 95603  
(530) 886-3000/FAX (530) 886-3080**

**March 2005**

*Submitted by:*



**FOOTHILL ASSOCIATES**

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# 1.0 NOTICE OF PREPARATION INFORMATION SHEET

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**PROJECT TITLE:**

Dry Creek Greenway Regional Vision

**PROJECT LOCATION:**

The Dry Creek Greenway is located in western Placer County, from the Placer-Sacramento County line running east and northeast to just south of the City of Auburn boundary and west of Folsom Lake on the east. Jurisdictions within the Greenway Regional Vision boundaries include the County of Placer, the City of Roseville, the City of Rocklin, and the Town of Loomis.

**LEAD AGENCY AND ADDRESS:**

Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

**CONTACT PERSON:**

Christopher Schmidt  
Placer County Planning Department  
Phone #: (530) 886-3000

**PROJECT DESCRIPTION:**

The Dry Creek Greenway is located within the Dry Creek watershed. The Dry Creek Greenway Regional Vision proposes recreational and habitat improvements within the Greenway boundary, management and maintenance strategies, education and stewardship objectives, and funding strategies. Recreation and habitat improvements include the designation of open space corridors into three categories: recreational, habitat with potential recreation, and habitat only. The recreational elements include both paved and unpaved multi-use trails and connections with other regional trails. These improvements are described in the Dry Creek Greenway Regional Vision (2004) document.

**DECLARATION:**

The Placer County Planning Department has determined that the above project may have a significant effect on the environment and therefore requires the preparation of an environmental impact report (EIR). The determination is based on the attached initial study.

Written comments shall be submitted no later than 30 days from the posting date.

*Submit comments regarding this NOP to:*

Christopher Schmidt  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

**Or by e-mail to:**

crschmid@placer.ca.gov

## 2.0 INTRODUCTION

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### 2.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study that provides notification of preparation of an Environmental Impact Report (EIR) for the Dry Creek Greenway Regional Vision project. This Notice of Preparation (NOP) 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 (CEQA Guidelines Section 15063). An EIR must be prepared if an Initial Study indicates that the proposed project under review may have a 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. According to CEQA Guidelines Section 15064, an EIR shall be prepared for a project subject to CEQA when the Initial Study indicates there is substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment.

### 2.2 LEAD AGENCY

The Lead Agency is the public agency that has the principal responsibility for carrying out or approving 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. With assistance and input from the City of Roseville, the City of Rocklin, and the Town of Loomis, Placer County was responsible for the overall managing and creation of the Dry Creek Greenway Regional Vision. Placer County has the greatest responsibility for reviewing and approving this Regional Vision and is therefore the Lead Agency for the project. The City of Roseville, the City of Rocklin, and the Town of Loomis will serve as Responsible Agencies as defined by CEQA §21069, meaning that those entities are public agencies, in addition to the Lead Agency, with responsibility to carry out or approve the project components within their jurisdictions.

### 2.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to determine if the proposed Dry Creek Greenway Regional Vision project may have a potentially significant impact on the environment.

This document is divided into the following sections:

**1.0 Notice of Preparation Information Sheet** - project location, description summary and contacts.

**2.0 Introduction** - provides an introduction and describes the purpose and organization of this document.

**3.0 Project Description** - provides a detailed description of the proposed project including the location of the project and applicable project figures and maps.

**4.0 Initial Study of Environmental Setting, Environmental Impacts, and Determination** - 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 is incorporated", or "potentially significant".

**5.0 Report Preparation and References** - identifies a list of staff and consultants responsible for preparation of this document. This section also identifies the references used in preparation of the Initial Study.

## **2.4 TERMINOLOGY USED IN THIS DOCUMENT**

The Environmental Checklist in this document utilizes the following terminology to describe the various levels of significance associated with project related impacts:

**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 the project" (CEQA Guidelines Section 15382); the existence of a potentially significant impact requires the preparation of an EIR with respect to such an impact;

**Less Than Significant With Mitigation Incorporated:** An impact that could be mitigated to a level of less than significant with the addition of mitigation measures;

**Less Than Significant Impact:** An impact which is less than significant and does not require the implementation of mitigation measures; and

**No Impact:** Utilized for checklist items where the project will not have any impact and does not require the implementation of mitigation measures.

## **2.5 ADDITIONAL INFORMATION AND COMMENTING ON THIS NOTICE OF PREPARATION**

In order to obtain additional information regarding this project, review studies or reports referenced in this report or comment on this document, please contact or send correspondence to:

Christopher Schmidt  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

**Or by e-mail to:**

[crschmid@placer.ca.gov](mailto:crschmid@placer.ca.gov)

## **3.0 PROJECT DESCRIPTION**

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### **3.1 PROJECT LOCATION**

The Dry Creek Greenway is located in the portion of the Dry Creek watershed that is located within western Placer County between the Placer-Sacramento County line and the City of Auburn on the north and Folsom Lake on the east (Figure 1). The Greenway encompasses approximately 62 miles of open space corridor, and passes through the cities of Roseville and Rocklin, the Town of Loomis, as well as unincorporated areas of the County in the Dry Creek-West Placer, Granite Bay and Horseshoe Bar community planning areas (Figure 4).

### **3.2 SURROUNDING LAND USES AND SETTING**

Land use in the Dry Creek watershed includes general and light industrial; business professional; regional, community and neighborhood commercial; public/quasi-public; high, medium and low density residential; agriculture; parks and recreation; and open space. The industrial lands primarily follow the railroad lines to the north of Interstate 80. Commercial properties are also in this zone, as well as along Highway 65, Douglas Boulevard, the Roseville Automall area (in Northeast Roseville), and southwest of the Granite Drive-Sierra College Boulevard intersection in Rocklin. Business professional land uses are largely in Northeast Roseville near Douglas Boulevard and along the Highway 65 corridor. The majority of the unincorporated County is low density or rural residential (defined as 4 dwelling units per acre or less). This is especially applicable to the upper portion of the Dry Creek watershed.

### **3.3 GREENWAY BOUNDARIES**

The Dry Creek Greenway is located in western Placer County between the Placer-Sacramento County line and the City of Auburn on the north and Folsom Lake on the east (Figures 1 & 2). The Greenway encompasses approximately 62 miles of open space corridor. The Greenway passes through the cities of Roseville and Rocklin, the Town of Loomis, as well as unincorporated areas of the County in the Dry Creek-West Placer, Granite Bay and Horseshoe Bar community planning areas (Figure 4).

The Greenway boundaries are an aggregate of existing floodplains of the Dry Creek watershed as identified by FEMA, valuable riparian habitat as mapped by Placer County, designated open space in the Placer County, City of Rocklin, City of Roseville and Town of Loomis General Plans, and 100 foot setbacks around perennial streams. These factors were established based upon existing regulations restricting development in these areas and an assessment of the creek buffers necessary to meet the Greenway goals. Greenway corridors are divided into three categories that dictate appropriate activities and management goals: the lower reaches, which are largely within urban areas and already have large in-holdings of public land and designated open space; the central reaches; and the upper reaches, which are largely surrounded by private property.

### **3.4 BACKGROUND**

In January 1996, a Concept Report for the Dry Creek Greenway was produced through a collaborative effort by representatives of Placer and Sacramento Counties; the Cities of Roseville, Rocklin, and Sacramento; the Town of Loomis, the Sacramento Area Flood Control Agency, the Trust for Public

Lands, the Dry Creek Conservancy, and the National Park Service. This report proposed the development of an open space system through northeastern Sacramento County and southwestern Placer County following the Dry Creek floodplain from its headwaters in Miners and Secret Ravines to its mouth at Steelhead Creek, formerly known as the Natomas East Main Drainage Canal. Since the publication of that document, Sacramento County has created the Dry Creek Parkway Plan that formally established the Parkway from Steelhead Creek to the Sacramento-Placer County line. Additionally, the Ueda Parkway has been established along Steelhead Creek, linking the Dry Creek Parkway to the American River Parkway. The Dry Creek Greenway forms the final segment of this 70 mile recreational loop trail, linking the northeastern end of the Dry Creek Parkway to the Folsom Lake State Recreation Area (FLSRA). It also includes a significant network of trails along the major tributaries of the Dry Creek system. This recreational trail system will be a major amenity for the greater Sacramento metropolitan area, creating an attraction for local residents as well as visitors.

In addition to providing important recreation opportunities, the Greenway also provides benefits to wildlife and aquatic organisms through habitat preservation and enhancement through restoration, protection of water quality in the area's streams, conservation of floodplains for floodwater conveyance, and alternative transportation for cyclists, pedestrians, equestrians, and other non-motorized traffic.

### **3.5 PROJECT PURPOSE AND OBJECTIVES**

The purpose of the Dry Creek Greenway Regional Vision is to encourage the conservation of lands within the Greenway as a permanent connected open space system, to aid in drafting specific plans and development agreements that will be sensitive to the Greenway as development occurs adjacent to the creek, to provide guidance to homeowners interested in environmental management of their properties, to identify and prioritize corridors for possible future public acquisition, to identify consistent standards for Greenway elements, and to present a management framework for multi-jurisdictional implementation and long-term maintenance of the Greenway.

The vision for the Greenway is to create a multifunction open space that includes beneficial uses in the areas of recreation, habitat, floodwater conveyance, water quality, and others. The Greenway vision consists of the following objectives:

- Preserve and enhance riparian and aquatic habitats through restoration activities;
- Conserve and protect significant historic, cultural and scenic resources;
- Connect the Sacramento County Dry Creek Parkway to the Folsom Lake State Recreation Area;
- Provide for the management of Greenway resources;
- Provide active and passive recreation opportunities;
- Preserve floodwater conveyance capacity and reduce property damage due to flooding;
- Work with existing plans and policies;
- Secure funding to sustain and complete the Greenway;
- Function as a local and regional asset; and
- Facilitate land use planning and management within the Greenway.

The vision statements within the Dry Creek Greenway Regional Vision identify those open space values that all the jurisdictions within the Greenway share so that future Greenway management will be guided by a common purpose. It is important to note that local jurisdictions already have some existing plans, policies, and ordinances that directly or indirectly address elements of the Greenway Vision. The Dry

Creek Greenway Regional Vision is not intended to duplicate or replace these adopted mechanisms, but rather is designed to complement these planning tools by offering a comprehensive set of potential management and implementation strategies to enhance the cohesiveness of the Greenway Vision across jurisdictions.

### **3.6 DESCRIPTION OF PROJECT**

The Dry Creek Greenway Regional Vision proposes recreational and habitat improvements within the Greenway boundary, management and maintenance strategies, education and stewardship objectives, and funding strategies. Recreation and habitat improvements include the designation of open space corridors into three categories: recreational, habitat with potential recreation, and habitat only. Figure 3 presents the conceptual Greenway plan that shows the corridor types, suggested staging area nodes, and the existing bikeway network.

#### Open Space Corridors

*Recreational corridors* provide Class I bikeway connections to major destinations within southwestern Placer County, such as downtown Roseville, the FLSRA, the Dry Creek Parkway, local and regional parks, and areas of Rocklin. While recreational corridors include recreational trails as a main element, other values as specified by the vision statements, such as habitat preservation and enhancement, remain high priorities as well. Trail planning in these areas must seek to meet recreational needs while protecting the environment.

Corridors classified as *habitat with potential recreation* should be managed to preserve and enhance habitat for birds, mammals, and fish, but also form important linkages between major regional bikeways. Trails are desirable in these corridors, but must be carefully located to limit impacts to riparian vegetation and the creek system. These corridors also occur in some areas where creeks pass through private property without designated public open space. Locating trails in these areas will not be possible without the willingness of the landowners to negotiate access. A fundamental principle of the Greenway Vision is that private property owners will not be forced to allow public access on their property. However, through information sharing and outreach, these interested individuals will be provided tools and guidance on how best to improve and environmentally manage their property in a manner that is consistent with the Greenway Visions.

The objective of management in the corridors designated as *habitat only* is for conservation and restoration of habitat, and protection of water quality. Recreational trails are not planned for these areas, which mostly occur on private land in the upper watershed. As noted above, landowners in these areas will be encouraged to manage their lands to support the habitat and water quality values of the Greenway.

#### Trails

Within the appropriate corridors of the Greenway, both paved and unpaved trails are proposed or recommended. Paved trails are ten feet wide Class I bikeways suitable for bicycles, pedestrians and other non-motorized traffic. Unpaved trails are suitable for off-road bicycles, pedestrians, non-motorized traffic and, where permitted, equestrians. In some cases, the paved and unpaved trails may be located adjacent to each other in the same corridor.

#### Nodes

Five types of nodes are proposed within the Greenway, ranging from small, local neighborhood access nodes without parking to larger regional access facilities with parking, restrooms, signage and potentially picnic facilities or other amenities. These nodes are located where roads intersect the Greenway.

### Habitat

Recommendations for improving fish and wildlife habitat within the Greenway include increasing riparian canopy cover and diversity, restoring floodplains, reducing non-native invasive species, decreasing sedimentation, improving water quality, and other techniques to enhance ecological functioning while maintaining flood capacity.

### Management

The Greenway Regional Vision assumes that management of public lands within the Greenway will generally be handled by the local governments and special districts that have jurisdiction within the Greenway area. The County of Placer, City of Roseville, City of Rocklin, and Town of Loomis will continue to be responsible for public safety and infrastructure in the portions of the Greenway that are within their respective boundaries, in coordination with the fire districts and Placer County Flood Control and Water Conservation District. The local jurisdictions have in some cases transferred management responsibility for private Greenway areas to homeowner associations or community services districts. There are also many privately owned properties within the Greenway that are currently, and will continue to be, managed by individual landowners according to local ordinances and regulations. The Vision also proposes that consideration be given to development of a joint powers authority or some other form of cooperative open space management agreement for the Greenway that would allow the local jurisdictions to leverage resources and provide for a consistent approach to resource and recreation management.

### Education and Stewardship

Success of the Dry Creek Greenway Regional Vision is dependant upon stakeholder involvement, public education, and stewardship. Successful implementation of habitat, recreation, and water quality improvements are dependant upon the support of private landowners and watershed residents. Education and outreach should be coordinated with the many important programs that are already established under the auspices of community groups, local governments, and the schools. The strategy should seek to increase public stewardship by 1) providing a diversity of educational opportunities that are suitable for all ages and abilities, 2) helping individuals understand how their behaviors impact Greenway resources, 3) providing education on reasonable alternatives for restoration management, and 4) enhancing residents' understanding of both the geography and ecosystem function of the Greenway. This type of comprehensive strategy will lead to benefits for the Greenway and the entire Dry Creek watershed.

### Funding

Funding for implementation, operations, and maintenance of the Dry Creek Greenway will need to come from a number of different sources. For elements of the Greenway that are already included in local plans, some general fund revenues or grants have already been secured for capital improvements, but more resources are needed. The estimated cost for new Greenway trails and associated improvements that are not already accounted for in an existing plan is \$9.7 million, and includes construction and acquisition costs. The ability of local jurisdictions to individually or cooperatively attract additional grant funding for Greenway elements will be enhanced by being able to demonstrate how local projects contribute to the regional vision. There are many potential sources of grant funding due to the multifunctional benefits of the Greenway, including habitat enhancement, recreation, multi-modal transportation, and environmental education. Ongoing sources of funding for operations and maintenance are also needed, and it is expected that capital improvements will not be implemented unless such resources are available. Mechanisms that can be pursued to help address and/or reduce the need for funding include volunteerism, sponsorships, donations, development fees, and special assessments.

### **3.7 PROJECT PHASES**

Implementation of the Dry Creek Greenway trail system and associated improvements is presented in three phases. Phase one establishes the connection between the Dry Creek Parkway and the FLSRA, through the Linda Creek-Baldwin Reservoir corridor. The second phase connects the phase one trails using existing and planned trails along Miners Ravine to Douglas Boulevard and Secret Ravine to Rocklin. Phase three includes additional trail connections contained in the various existing jurisdictional plans along False Ravine, Cirby Creek, Antelope Creek, and Secret Ravine, and trail corridors recommended by this document along Strap Ravine, Secret Ravine, Antelope Creek, and Clover Valley Creek.

### **3.8 OTHER PROJECT APPROVALS**

In addition to the approvals required by Placer County, some project components when implemented may require approvals from the following state and federal agencies:

Town of Loomis  
City of Rocklin  
City of Roseville  
U. S. Army Corps of Engineers  
U.S. Fish and Wildlife Service  
California Regional Water Quality Control Board  
California Department of Fish and Game  
National Oceanic and Atmospheric Administration (National Marine Fisheries Service)

## 4.0 INITIAL STUDY

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*In accordance with the policies of the Placer County Board of Supervisors regarding implementation of the California Environmental Quality Act, this document constitutes the Initial Study on the proposed project. This Initial Study provides the basis for the determination whether the project may have a significant effect on the environment. If it is determined that the project may have a significant effect on the environment, an Environmental Impact Report will be prepared which focuses on the areas of concern identified by this Initial Study.*

### **BACKGROUND**

TITLE OF PROJECT: **Dry Creek Greenway Regional Vision**

### **EVALUATION OF ENVIRONMENTAL IMPACTS:**

- A. A brief explanation is required for all answers except “No Impact” answers.
- B. “Less than Significant Impact” applies where the project’s impacts are negligible and do not require any mitigation to reduce impacts.
- C. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section IV, EARLIER ANALYSES, may be cross-referenced).
- D. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- E. All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA, Section 15063 (a) (1)].
- F. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [Section 15063(c)(3)(D)]. Earlier analyses are discussed in Section IV at the end of the checklist.
- G. References to information sources for potential impacts (e.g., general plans/community plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

## 4.1 LAND USE PLANNING

<b>Would the proposal:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Conflict with general plan/community plan/specific plan designation(s) or zoning, or policies contained within such plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with applicable environmental plans or policies adopted by responsible agencies with jurisdiction over the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be incompatible with existing land uses in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Affect agricultural and timber resources or operations (e.g., impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>The Greenway passes through a wide variety of land uses, from the industrial and urban areas around downtown Roseville, to large lot, low density residential communities in the upper watershed. New small and medium lot residential developments completed over the past several years encompass much of the lower and middle watershed, where most of the recent growth has occurred. This land use is generally compatible with the Greenway, since many of these new communities, such as Morgan Creek and Placer Vineyards, have been required by Placer County or the City of Roseville to designate the area around Dry Creek as public open space. In the lower watershed west of the City of Roseville, several new communities along Dry Creek and minor tributaries associated with it are in various stages of implementation. Morgan Creek, Doyle Ranch and Sun Valley Oaks, in particular, are constructing bikeways that meet the goals of the Greenway Plan as part of their development agreements.</p> <p>The middle portion of the watershed is composed of new communities, older residential developments, and industrial and commercial uses in the area of downtown Roseville and Rocklin. Union Pacific Railroad and industrial areas may pose challenges to the Greenway. Industrial areas are generally incompatible with the recreational and habitat preservation goals of the Greenway; however, some of the negative impacts can be minimized by construction of berms, screening, water filtration swales or other site design techniques.</p> <p>The Greenway passes through several local jurisdictions, specifically the Town of Loomis, the City of Rocklin, the City of Roseville, and the County of Placer. Each of these entities has developed General</p>				

Plans, community plans, specific plans, and ordinances that reflect local values, issues, availability of resources, and land use priorities. The Dry Creek Greenway Regional Vision is not intended to replace or nullify any of these resource and land use management tools. Instead, it is intended to provide a common framework within which each of the local jurisdictions may work collaboratively to accomplish the regional protection and enhancement of Greenway resource in a manner that is responsive to the local community needs and priorities. The manner and timing with which the Greenway vision will be accomplished will vary by jurisdiction according to factors such as the availability of funding, staffing, and access constraints.

The land use planning section of the EIR will include a description of the existing environment including existing and proposed land uses and will identify and summarize applicable goals and policies of the Placer County General Plan and applicable City, Town, and Community Plans. This section of the EIR will describe any potential conflicts with the Placer County General Plan, General Plans of Roseville, Rocklin and Loomis, Community Plans, and environmental policies within the watershed region. The EIR will address potential inconsistencies with applicable plans and policies of trustee and responsible agencies. Additionally, the proposed project’s land use will be reviewed to assess the compatibility of the project with surrounding land uses.

## 4.2 POPULATION AND HOUSING

<b>Would the proposal:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Cumulatively exceed official regional or local population projections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Displace existing housing, especially affordable housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
The project is not expected to exceed local or regional population projections, directly or indirectly induce substantial growth, or displace existing housing, including affordable housing.				

### 4.3 GEOLOGIC PROBLEMS

Would the proposal result in or expose people to potential impacts involving:				
Environmental Issues	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Unstable earth conditions or changes in geologic substructures?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Significant disruptions, displacements, compaction or overcrowding of the soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantial change in topography or ground surface relief features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. The destruction, covering or modification of any unique geologic or physical features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Any significant increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Exposure of people or property to geologic and geomorphological (i.e. avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>The wide area that the Greenway project contains soils with widely varying physical properties. The soils in the northern or upper Dry Creek watershed near Penryn are generally well drained with low to medium runoff potential. Soils in the Roseville area begin to show higher runoff potentials and are less permeable than those in the higher elevations. In addition to describing the project site's geologic setting, this section of the EIR will discuss project-related impacts to soil resources. Alteration of the ground surface associated with development of the project may result in a potential increase of wind and water erosion, changes in deposition and or siltation which may affect Dry Creek and its tributaries, and potentially expose people or structures to geologic hazards. This section of the EIR will include proposed mitigation measures for any significant impacts.</p>				

## 4.4 WATER

<b>Would the proposal result in:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of people or property to water related hazards such as flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Discharge into surface waters or other alterations of surface water quality (e.g., temperature, dissolved oxygen, or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Changes in currents, or the course of direction of water movements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Altered direction or rate of flow of groundwater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Impacts to groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Impacts to the watershed of important surface water resources, including but not limited to, Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>The Dry Creek drainage basin runs primarily east to west. The headwaters lie in the foothills of the Sierra Nevada mountain range in Placer County, California, and Dry Creek empties into Steelhead Creek, formerly the Natomas East Main Drainage Canal (NEMDC). The watershed is defined by a north-south ridge separating Miners Ravine and Linda Creek from Folsom Lake Reservoir to the east and a northeast-southwest tending ridge separating Antelope and Clover Valley Creeks from the Pleasant Grove and Curry Creek watersheds to the west (Figure 3-5). A ridge within the watershed splits the basin down the middle into two distinct geographic subbasins: the northern most containing Clover Valley Creek, Antelope Creek and Secret Ravine, and the southern containing Miner's Ravine, Cirby Creek, Linda Creek and Strap Ravine. Miner's Ravine actually splits the ridge on its lower slopes, joining Secret</p>				

Ravine rather than Cirby and Linda Creeks, thus the subbasins are not hydrologic units, but are geographically separated.

Clover Valley Creek, Antelope Creek, Secret Ravine and Miners Ravine traverse similar topography, with headwaters in the upper elevations of the watershed and mouths in the broader and flatter valley. These streams have generally steeper average profiles than Dry Creek, Linda Creek, Cirby Creek and Strap Ravine, which lie mostly within the valley floor.

Elevation is maximum near the headwaters of Secret Ravine, at approximately 1,230 feet, and lowest at the mouth of Dry Creek. At the downstream study area boundary, where Dry Creek crosses the Placer-Sacramento County line, elevation is approximately 70 feet.

Implementation of the Greenway Vision has the potential to change runoff patterns through a minimal increase in impervious surfaces created by paved trails. With the recreational areas of the Vision located within flood plains, people and property may be exposed to flood related hazards. The EIR will address both construction related impacts and operational impacts to hydrology and water quality, including the potential for higher peak flow rates at downstream locations, overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities, and alteration of 100-year floodplain boundaries. The EIR will propose appropriate mitigation measures to address significant impacts.

## 4.5 AIR QUALITY

<b>Would the proposal:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have the potential to increase localized carbon monoxide levels at nearby intersections in exceedance of adopted standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>This project is located in the Sacramento Valley Air Basin portion of Placer County. This area is non-attainment for both the state and federal ozone standards and is non-attainment for the state particulate matter standards. Based on the proposal, this project will result in potentially significant short-term construction impacts but should not contribute substantially to long-term cumulative air quality impacts.</p> <p>The short-term construction emissions will result primarily from diesel-powered construction equipment, trucks hauling supplies and construction employee vehicle trips. Daily construction emissions may exceed the Placer County Air Pollution Control District's (PCAPCD) significance thresholds unless standard construction mitigation measures are implemented.</p>				

The Air District has identified mitigation measures to ensure that short-term air quality impacts will remain below the significance level. Significance thresholds will be identified, the impact to air quality from implementation of the Greenway Regional Vision will be evaluated, and appropriate mitigation measures will be proposed.

## 4.6 TRANSPORTATION/CIRCULATION

Would the proposal result in:				
Environmental Issues	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Increased vehicle trips or traffic congestion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Hazards to safety from design features (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"/>
c. Inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Insufficient parking capacity on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Hazards or barriers for pedestrians or bicyclists?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Rail, waterborne, or air traffic impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>The Greenway encompasses approximately 62 miles of open space corridor. Of these 62 miles, approximately 23.5 miles of corridor have proposed recreational trails, 12.5 additional miles may include trails if public easements can be acquired, and the remaining 26 miles are proposed to be managed for habitat without public access. The Greenway passes through the cities of Roseville and Rocklin, the Town of Loomis, as well as unincorporated areas of the County in the Dry Creek-West Placer, Granite Bay and Horseshoe Bar community planning areas. The project will present opportunities for additional connections within the region and will also present design and safety challenges. The EIR will evaluate the proposed trails for compatibility with jurisdictional Bikeway Plans within the Regional Vision boundaries. The EIR will analyze design features, connections to streets and other local and regional trails, nodes, and safety challenges and will recommend mitigation to reduce impacts to a less than significant level.</p>				

## 4.7 BIOLOGICAL RESOURCES

Would the proposal result in impacts to:				
Environmental Issues	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
	a. Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals, and birds)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Locally occurring natural communities (e.g., oak woodlands, mixed conifer, annual grasslands, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Significant ecological resources including:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1) Wetland areas including vernal pools;				
2) Stream environment zones;				
3) Critical deer winter ranges (winter and summer), migratory routes and fawning habitat;				
4) Large areas of non-fragmented natural habitat, including but not limited to Blue Oak Woodlands, Valley Foothill Riparian, vernal pool habitat;				
5) Identifiable wildlife movement zones, including but not limited to, non-fragmented stream environment zones, avian and mammalian routes, and known concentration areas of waterfowl within the Pacific Flyway; or				
6) Important spawning areas for anadromous fish?				
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>The Dry Creek watershed forms one of the largest contiguous open space areas within the region, and the area proposed for the Greenway is by default an area rich in biological resources including habitat for special status species, numerous riparian corridors, and wetland resources. The Dry Creek watershed serves as a migration corridor, and provides foraging habitat, water, and cover for a wide variety of aquatic and terrestrial wildlife, including rare, threatened and endangered species. The combination of many different habitat types including riparian, wetlands, grasslands, oak-woodland, and aquatic habitats allow for an increased diversity of species represented, and provides a complex landscape with multiple habitat transition zones.</p> <p>A preliminary analysis of biological resources that could potentially be affected by this project will be conducted as part of the EIR, and will include a review of existing data and information contained in previously prepared biological reports and assessments that are pertinent to the Dry Creek watershed. Applicable data from Federal and State of California agencies will also be reviewed, along with Placer County ordinances relating to biological resources. The California Natural Diversity Database (CNDDDB)</p>				

is part of the Habitat Conservation Planning Division of the California Department of Fish and Game, and provides an inventory of rare and listed species locations. A preliminary review of CNDDDB records for the Dry Creek watershed and surrounding area has been conducted and determined the occurrence of several special status plant and animals species within the project boundaries and surrounding area. Prior to project implementation, biological surveys will be conducted to determine the presence/absence of plants and wildlife, particularly for species of special concern, and will include a review of CNDDDB records and previous surveys conducted in the area.

While the construction of the Dry Creek Greenway will take place within riparian corridors, effort will be taken to minimize impacts to these areas, by incorporating the use of Best Management Practices (BMPs) and Best Available Technology (BAT) to prevent the erosion and movement of soil into the waterways of the Dry Creek watershed. This is especially important due to the use of the watershed by the state and federally threatened Chinook salmon and the federally threatened steelhead. These special-status fish species could be affected by development-related sedimentation of streams that could result in a reduction of suitable gravel spawning habitat necessary for salmonid reproduction. Sedimentation also increases turbidity of streams and creeks, and can reduce flows which can further affect the organisms living in the water column and naturally occurring sediments. To further reduce the potential for erosion and sedimentation into the streambeds, trails will be located at least 100 feet from the stream banks if possible.

While habitat modifications will be necessary to construct the trail system proposed for the Dry Creek Greenway, these disturbances will be kept to a minimum when ever possible in order to adhere to the Greenway Vision. Trees and vegetation removal will be necessary to construction recreational trails within the Greenway, but special-status plant and animal species locations will be taken into account and avoided whenever possible. A Habitat Conservation Plan is currently under development by Placer County through their Placer Legacy program (Placer Legacy, 2004), and if provisions of this plan are finalized during the preparation of the EIR, these measures will be incorporated as mitigation measures during development of the project. In addition, the project will comply with the Placer County General Plan ordinances and requirements outlined in the Natural Resource section of the document (Placer County, 1994).

All potentially significant direct and indirect impacts to the natural environment including significant ecological resources arising from the proposed project will be identified and discussed in the EIR. Mitigation measures for all identified impacts will be developed in consultation with Placer County staff and representatives of responsible and trustee agencies. Potential mitigation could include biological surveys to determine the location of vernal pools, record observations or evidence of wildlife in the area, location of special-status plants and animal populations, and raptor surveys. If special-status species or habitats are located in the trail corridor, appropriate avoidance and protection measures will be implemented to reduce impacts to these species to the extent possible. In addition, consultation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service will likely be a required component of the construction process.

## 4.8 ENERGY AND MINERAL RESOURCES

<b>Would the proposal:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Conflict with adopted energy conservation plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Use non-renewable resources in a wasteful and inefficient manner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in the loss of availability of a known mineral resource that would be of future value to the region and state residents?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
The Dry Creek Greenway Regional Vision is not expected to conflict with adopted energy conservation plans, utilize non-renewable resources in a wasteful or inefficient manner, or result in the loss or availability of a known mineral resource of value to the region or state.				

## 4.9 HAZARDS

<b>Would the proposal involve:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Possible interference with an emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. The creation of any health hazard or potential health hazard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Exposure of people to existing sources of potential health hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				

The Greenway Regional Vision is not expected to create health hazards or expose people to existing sources of potential health hazards. The EIR will discuss hazards relating to the project's construction and operation including accidental release of hazardous substances and increased fire hazards, and will review appropriate agency lists for any known hazardous material contamination and registered underground and aboveground storage tanks on or near the Greenway corridors. Mitigation necessary to reduce any impacts to less than significant will be addressed.

## 4.10 NOISE

<b>Would the proposal result in:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Increases in existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of people to noise levels in excess of County standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
<p>The Dry Creek Greenway project area is subject to typical noises generated by vehicle traffic, operation of heavy machinery, and day-to-day domestic and outdoor activities. Noise in the community is the cumulative effect of noise from transportation activities and stationary sources. Major noise sources in the project area are predominantly transportation-related, including noise generated by automobiles use, trucking, and railroad operations. Stationary sources that contribute to overall noise levels include industrial and commercial operations, machinery, air conditioning systems, compressors, and landscape maintenance equipment.</p> <p>Noise impacts associated with implementation of the project would primarily result from construction activities associated with development of trails, staging areas and other amenities described in the Vision. Sensitive land uses located adjacent to trails and other amenities would also be subject to noise generated by trail users. Since average noise levels in many residential areas are very low, residents can be expected to express concern about any new noises or increase in noise levels. In very quiet environments, the introduction of almost any change in local activities will result in an increase in ambient noise levels. However, the audibility of a new noise source or increase in ambient noise levels is generally not considered a significant impact unless adopted noise standards are exceeded.</p> <p>The EIR will identify and discusses potential noise impacts related to the construction and operational phases associated with the Dry Creek Greenway Regional Vision.</p>				

## 4.11 PUBLIC SERVICES

**Would the proposal have an effect upon, or result in need for new or altered government services, in any of the following areas:**

Environmental Issues	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Sheriff Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Potential Impacts and Planned EIR Analysis**

The implementation of the Greenway Regional Vision may have an effect on government services in multiple jurisdictions including fire and police protection and maintenance of public facilities. The EIR will include a description of the existing levels of service for various county services including fire protection, sheriff protection, schools, and maintenance of existing public facilities including parks and will include an analysis of the project's potential impacts to these services. Mitigation measures will be identified to address significant impacts to public services resulting from construction and operation of the project.

## 4.12 UTILITIES AND SERVICE SYSTEMS

**Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:**

Environmental Issues	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Power or natural gas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Communication systems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Local or regional water treatment or distribution facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Sewer, septic systems, or wastewater treatment and disposal facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Storm water drainage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- |  |                                     |                                     |                          |                          |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| f. Solid waste materials recovery or disposal? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Local or regional water supplies?           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |

**Potential Impacts and Planned EIR Analysis**

The implementation of the Dry Creek Greenway Regional Vision is expected to have a less than significant impact on utilities and service systems. Some nodes may require drinking fountains, plumbed restrooms, lighting, and trash receptacles. The EIR will evaluate the impact from these planned facilities and recommend mitigation if appropriate.

**4.13 AESTHETICS**

<b>Would the proposal:</b>				
<b>Environmental Issues</b>				
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Create adverse light or glare effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Potential Impacts and Planned EIR Analysis**

The Dry Creek Regional Vision elements are not expected to affect scenic vistas or highways, have demonstrable negative aesthetic effects, or create adverse light or glare. However, the creation of trails and corridors and the placement of nodes and associated facilities may alter the existing visual characteristics of areas near the proposed projects. The EIR will evaluate the impact of Greenway trails and facilities, including lighting and associated glare, and will recommend mitigation where needed.

**4.14 CULTURAL RESOURCES**

<b>Would the proposal:</b>				
<b>Environmental Issues</b>				
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Affect historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have the potential to cause a physical change, which	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

would affect unique ethnic cultural values?

e. Restrict existing religious or sacred uses within the potential impact area?

**Potential Impacts and Planned EIR Analysis**

Development of the proposed project may adversely impact paleontological, archaeological, and historic resources. This section of the EIR will provide an overview of prehistoric and historic human use of the Dry Creek Greenway Regional Vision project area, and evaluates potential adverse impacts to cultural resources from project implementation. Because the locations of amenities shown in the Vision are conceptual and not exact, potential impacts are evaluated at a programmatic rather than project-specific level. Additional evaluation of potential impacts to cultural resources will be required as individual projects are proposed for development.

**4.15 RECREATION**

<b>Would the proposal:</b>				
<b>Environmental Issues</b>	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
a. Increase the demand for neighborhood or regional parks or other recreational facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Affect existing recreational opportunities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Potential Impacts and Planned EIR Analysis</b>				
The Greenway Regional Vision is not expected to significantly adversely impact existing neighborhood recreational facilities. However, this section of the EIR will evaluate the connections created by the Greenway and potential impacts at existing facilities within the corridors.				

## 4.16 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE				
Environmental Issues				
	No Impact	Less Than Significant Impact	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Impact
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The potentially significant impacts identified herein have the potential to create environmental impacts. An EIR is required to analyze the impacts of the proposed project and recommend appropriate mitigation measures.

## 4.17 EARLIER ANALYSIS

EARLIER ANALYSIS
<p>Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effect has been adequately analyzed in an earlier EIR or Negative Declaration [State CEQA guidelines Section 15063(c)(3)(D)]. In this case a discussion should identify the following on attached sheets.</p> <p>A. <b>Earlier analyses used.</b> Identify earlier analyses and state where they are available for review.</p> <p>B. <b>Impacts adequately addressed.</b> Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.</p> <p>C. <b>Mitigation measures.</b> For effects that are checked as "Potentially Significant Unless Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.</p>

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 31083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal. App. 3d 1337 (1990).

#### 4.18 OTHER RESPONSIBLE AND TRUSTEE AGENCIES WHOSE APPROVAL IS REQUIRED

##### OTHER RESPONSIBLE AND TRUSTEE AGENCIES WHOSE APPROVAL IS REQUIRED

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> California Department of Fish and Game          | <input type="checkbox"/> Local Agency Formation Commission (LAFCo)    |
| <input type="checkbox"/> California Department of Transportation (e.g. Caltrans)    | <input type="checkbox"/> California Department of Health Services     |
| <input checked="" type="checkbox"/> California Regional Water Quality Control Board | <input type="checkbox"/> California Integrated Waste Management Board |
| <input type="checkbox"/> California Department of Forestry                          | <input type="checkbox"/> Tahoe Regional Planning Agency               |
| <input checked="" type="checkbox"/> U.S. Army Corp of Engineers                     | <input type="checkbox"/> California Department of Toxic Substances    |
| <input checked="" type="checkbox"/> U.S. Fish and Wildlife Service                  | <input checked="" type="checkbox"/> National Marine Fisheries Service |

#### 4.19 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

##### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project as indicated by the checklist on the previous pages.

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

## 4.20 DETERMINATION

DETERMINATION (to be completed by the Lead Agency)	
A. I find that the proposed project is categorically exempt (Class _____) from the provisions of CEQA.	<input type="checkbox"/>
B. I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
C. I find that although the proposed project <b>COULD</b> have a significant effect on the environment, there <b>WILL NOT</b> be a significant effect in this case because the mitigation measures described herein have been added to the project. A <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.	<input type="checkbox"/>
D. I find that the proposed project is within the scope of impacts addressed in a previously adopted Negative Declaration, and that only minor technical changes and/or additions are necessary to ensure its adequacy for the project. An <b>ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION</b> will be prepared.	<input type="checkbox"/>
E. I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required (i.e. Project, Program, or Master EIR).	<input checked="" type="checkbox"/>
F. I find that the proposed project <b>MAY</b> have a significant effect(s) on the environment, and at least one effect has not been adequately analyzed in an earlier document pursuant to applicable legal standards. Potentially significant impacts and mitigation measures that have been adequately addressed in an earlier document are described on attached sheets (see Section IV above). An <b>ENVIRONMENTAL IMPACT REPORT</b> will be prepared to address those effect(s) that remain outstanding (i.e. focused, subsequent, or supplemental EIR).	<input type="checkbox"/>
G. I find that the proposed project is within the scope of impacts addressed in a previously certified EIR, and that some changes and/or additions are necessary, but none of the conditions requiring a Subsequent or Supplemental EIR exist. An <b>ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR</b> will be prepared.	<input type="checkbox"/>
H. I find that the proposed project is within the scope of impacts addressed in a previously-certified Program EIR, and that no new effects will occur nor new mitigation measures are required. Potentially significant impacts and mitigation measures that have been adequately addressed in an earlier document are described on attached sheets, including applicable mitigation measures that are imposed upon the proposed project (see Section IV above). <b>NO FURTHER ENVIRONMENTAL DOCUMENT</b> will be prepared [see CEQA Guidelines, Section 15168(c)(2)], 15180, 15181, 15182, 15183.	<input type="checkbox"/>
I. Other _____	<input type="checkbox"/>



## 5.0 REPORT PREPARATION AND REFERENCES

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### 5.1 REPORT PREPARATION

In accordance with CEQA Guidelines Section 15063(d)(6), Section 5.1 provides a listing of the persons that prepared, or participated in the review of this Initial Study.

**Lead Agency: Placer County**

Christopher Schmidt, Planning Department

**Foothill Associates**

Joe Looney, Project Manager/Regulatory Specialist  
Linda Rivard, Biologist/Resource Specialist  
Ryen Tarbet, Manager of GIS and Technical Services  
Marill Jacobson, GIS & Technical Specialist

### 5.2 REFERENCES

Foothill Associates. Dry Creek Greenway Regional Vision. 2004.

Placer County. Placer County General Plan. August, 1994.

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## Public Comments on Notice of Preparation

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DEPARTMENT OF TRANSPORTATION  
DISTRICT 3, SACRAMENTO AREA OFFICE  
Venture Oaks -MS 15  
P.O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 274-0614  
FAX (916) 274-0648  
TTY (530) 741-4509



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PLANNING DEPT.

April 28, 2005

05PLA0024  
SCH# 20050420005  
Dry Creek Greenway Regional Vision  
Notice of Preparation  
05PLA80

Mr. Christopher Schmidt  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

Dear Mr. Schmidt:

Thank you for the opportunity to comment on the Dry Creek Regional Vision project. Our comments are as follows:

- All work proposed and performed within the State's highway right-of-way must be in accordance with Caltrans' standards.
- All work done (i.e., bicycle, pedestrian, equestrian facilities) within State right-of-way will require encroachment permits. For permit assistance, please contact Bruce Capaul at (530) 741-4403.

If you have any questions regarding these comments, please contact Bob Justice at (916) 274-0616.

Sincerely,

A handwritten signature in black ink that reads 'Katherine Eastham'.

KATHERINE EASTHAM, Chief  
Office of Transportation Planning – Southwest and East

c: State Clearinghouse

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-4087  
 Fax (916) 457-5394



April 27, 2005

Christopher Schmidt  
 Placer County Planning Department  
 11414 B Avenue  
 Auburn, CA 95603

RE: SCH# 2005042005, Dry Creek Greenway Regional Vision, Placer County

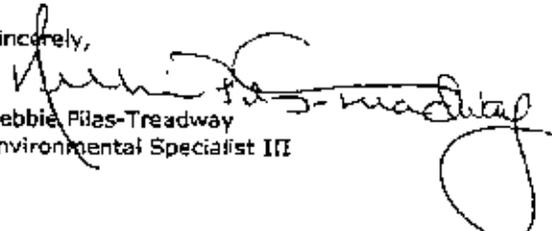
Dear Mr. Schmidt:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

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

If you have any questions, please contact me at (916) 653-4088.

Sincerely,

  
 Debbie Piles-Treadway  
 Environmental Specialist III

CC: State Clearinghouse



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Sacramento Area Office  
650 Capitol Mall, Suite 8-300  
Sacramento, California 95814-4706

April 21, 2005

In response refer to:  
151422SWR2005SA00198:JCB

Christopher Schmidt  
Placer County Planning Department  
11414 "B" Avenue  
Auburn, California 95603

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APR 25 2005

Dear Mr. Schmidt:

PLANNING DEPT.

Thank you for your letter of March 29, 2005, requesting that NOAA's National Marine Fisheries Service (NMFS) provide comments on the proposed Dry Creek Greenway Regional Vision (DCG)

The proposed DCG is located in western Placer County, California, from the Placer-Sacramento County line running east and northeast to south of the City of Auburn boundary and west of Folsom Lake. Jurisdictions within the DCG include the county of Placer, the city of Roseville, the city of Rocklin, and the town of Loomis.

The DCG proposes recreational and habitat improvements within the greenway boundary, management and maintenance strategies, education and stewardship objectives, and funding strategies. Recreation and habitat improvements include designating open space corridors into three categories: recreational, habitat with potential recreation, and habitat only. The recreational elements include both paved and unpaved multiuse trails and connections with other regional trails.

The following is a list of species under the jurisdiction of NMFS that are presently listed under the Federal Endangered Species Act (Act), as well as those that are proposed for listing, candidate species and species of concern which are likely to be present in the Sundance Retention Basin project area:

Endangered:           None

Threatened:           Central Valley steelhead (*Oncorhynchus mykiss*).

Candidate:           None

Species of Concern:   Central Valley fall/late fall-run Chinook salmon (*O. tshawytscha*).

While the candidates and Species of Concern presently have no legal protection under the Act, it is within the spirit of the Act to consider project impacts to potentially sensitive candidate species.



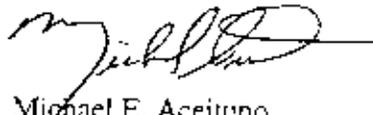
Also, we wish to make you aware that Dry Creek is listed as Essential Fish Habitat (EFH) for Pacific salmon under provisions of the Magnuson-Stevens Fishery Conservation and Management Act.

NMFS has several concerns about the effects of the proposed project on Central Valley steelhead and EFH for Pacific Salmon. The environmental impact report must identify the potential effects of construction, operation and maintenance of the proposed project on adult and juvenile salmonids. These impacts include, but are not limited to, barriers to adult and juvenile migration, decrease of spawning and rearing habitat, decreased water quality, and increased recreational use of the watershed.

NMFS recommends that you address effects to protected fisheries during your environmental review of the proposed project and incorporate measures to avoid impacts to protected resources.

Please contact John Baker at (916) 930-3616, or via e-mail at [john.baker@noaa.gov](mailto:john.baker@noaa.gov) if you have any questions about this project or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael E. Aceituno", with a long horizontal line extending to the right.

Michael E. Aceituno  
Supervisor, Sacramento Area Office

cc: NMFS-PRD, Long Beach, CA

**DEPARTMENT OF WATER RESOURCES**

1416 NINTH STREET, P.O. BOX 942836  
SACRAMENTO, CA 94236-0001  
(916) 653-5791

April 21, 2005



Placer County Planning Department  
Attention: Christopher Schmidt  
11414 B Avenue  
Auburn, California 95603

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**Dry Creek Greenway Regional Vision**  
State Clearinghouse (SCH) Number: 2005042005

PLANNING DEPT.

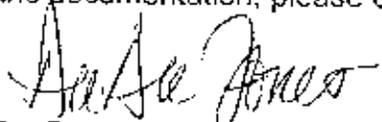
Staff for The Department of Water Resources has reviewed the Notice of Preparation provided through the SCH and provides the following comments on behalf of the **State Reclamation Board**:

Based on the limited information received, it appears that a portion of the proposed project may impact a regulated stream (Dry Creek, from Steelhead Creek to Antelope Creek) over which The Reclamation Board has jurisdiction and exercises authority. Section 8710 of the California Water Code requires that a Board permit must be obtained prior to start of any work, including excavation and construction activities, within floodways, levees, and 10 feet landward of the landside levee toes. A list of streams regulated by the Board is contained in the California Code of Regulations, Title 23, Section 112.

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project. For any foreseeable significant environmental impacts, mitigation for such impacts shall be proposed. Applications are reviewed for compliance with the California Environmental Quality Act.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, biological surveys, environmental surveys and other analyses may be required at any time prior to Board action on the application.

For further information on where to send the documentation, please contact me at (916) 574-0373 or ddjones@water.ca.gov.

  
DeeDee Jones, Chair  
Environmental Review Committee

cc: Governor's Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street, Suite 222  
Sacramento, California 95814

**Community Development**

311 Vernon Street  
Roseville, California 95678-2649

May 2, 2005

Christopher Schmidt  
Placer County Planning Department  
11414 "B" Avenue  
Auburn, CA 95603

*Via: Fax and Regular Mail*

*Fax No. 530/886-3003*

*Page 1 of 24*

**Subject: Dry Creek Greenway Regional Vision NOP Comments**

Dear Mr. Schmidt:

Thank you for the opportunity to review and comment on the Dry Creek Greenway Regional Vision Notice of Preparation (NOP). The NOP was routed to our Planning, Environmental Utilities and Public Works Departments for review. The following comments were generated, which include both NOP scoping comments, as well as other general comments as noted below.

**NOP Comments**

1) The project description on page 1-1, states the project "proposes recreation and habitat improvements within the Greenway boundary, management and maintenance strategies, education and stewardship objectives, and funding strategies." With respect to those objectives, the City owns and operates water and wastewater infrastructure within the Dry Creek watershed, many of which cross or parallel, Dry Creek. The project EIR must evaluate any impacts to these facilities as a result of the implementing the project. If potential areas within the project that propose physical improvements are adjacent to existing water or wastewater infrastructure, the project impact could be potentially significant unless mitigation is incorporated.

2) Section 3.5: Project Purpose and Objectives - Consistent with previous City comment, the project CEQA document should note that the Dry Creek Greenway Regional Vision will not be adopted by the City as the City considers it to be an advisory document only. The City of Roseville therefore will not be subject to the mitigation measures of the EIR, and the City would not serve as a responsible agency under CEQA.

Christopher Schmidt  
Dry Creek Greenway Regional Vision NOP Comments

Page 2 of 24

### General Comments

The following comments were also received during NOP review. While these comments do not necessarily pertain to the scope of the environmental document, they are provided for your consideration.

- 1) The description of the project location or the description of the Greenway boundaries is unclear (see page 3-1). The document states the greenway passes through Roseville, Rocklin, Loomis, parts of the County, Granite Bay and Horseshoe Bar. However the greenway does not appear to pass through many of these areas as it is shown on Figure 1.
- 2) Figures 1 through 4 show the watershed boundary. Is the watershed really the same as the Placer-Sacramento County line on the south? Or is the intent to only show that portion of the Dry Creek watershed that lies within Placer County. The document should be revised accordingly.
- 3) The project should coordinate any public outreach messages planned to be distributed to City residents to ensure the message is consistent with Roseville planned public outreach (for example, project messages delivered within Roseville should be consistent with messages from the City's stormwater management program).
- 4) Bicycle Commuting - The Initial Study categorizes trails primarily as recreational facilities. The definition of trails should be expanded to include bicycle commuting. This is important not only to encourage alternative transportation, but also from a funding standpoint since many grant funds are available only for trails that include a significant bicycle commuting component. We suggest the following changes:
  - a) Section 3.5 - Add the following objective: "Provide a bikeway trail system that offers local and regional connections for bicycle commuters and recreational bicyclists."
  - b) Section 3.6 (Second and Third Paragraphs) - Identify bicycle commuting as one of the trail values for *recreational corridors* and *habitat with potential recreation*.
  - c) Section 3.6 (Fifth paragraph) - Note that paved trails are available for recreational and bicycle commuter purposes.
  - d) Section 4.6 - The second sentence should note that trails would be used for bicycle commuting purposes in addition to recreational purposes.
- 5) Section 4.4 (last paragraph, p. 4-6) - In addition to trails, paved parking areas at nodes will also result in minimal increase in impervious conditions.
- 6) Section 4.7 (second paragraph, p 4-9) - The last sentence states that "trails will be located at least 100 feet from the stream banks if possible" to reduce potential for erosion and sedimentation. This sentence should be changed to read: "The EIR will include mitigation measures designed to minimize erosion and sedimentation caused by trail construction." The mitigation measures may include recommended setbacks for trails from stream banks and/or trail design and streambank restoration elements that reduce erosion and sedimentation. There are two reasons

Christopher Schmidt  
Dry Creek Greenway Regional Vision NOP Comments

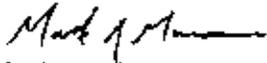
Page 3 of 4

for this change: 1) The recommended setback is a form of mitigation that is more appropriately considered in the EIR along with the range of other mitigation measures that are possible to address erosion and sedimentation; 2) In most instances, it will be very difficult to achieve a 100-foot setback because most open space corridors are simply not wide enough. For example, at least 50% of the planned Harding to Royer bike trail within Roseville will be within 100 feet of Dry Creek.

7) Figure 3 - This map and any corresponding text should note that the proposed nodes are preliminary in nature and that alternative or additional locations for nodes may be selected.

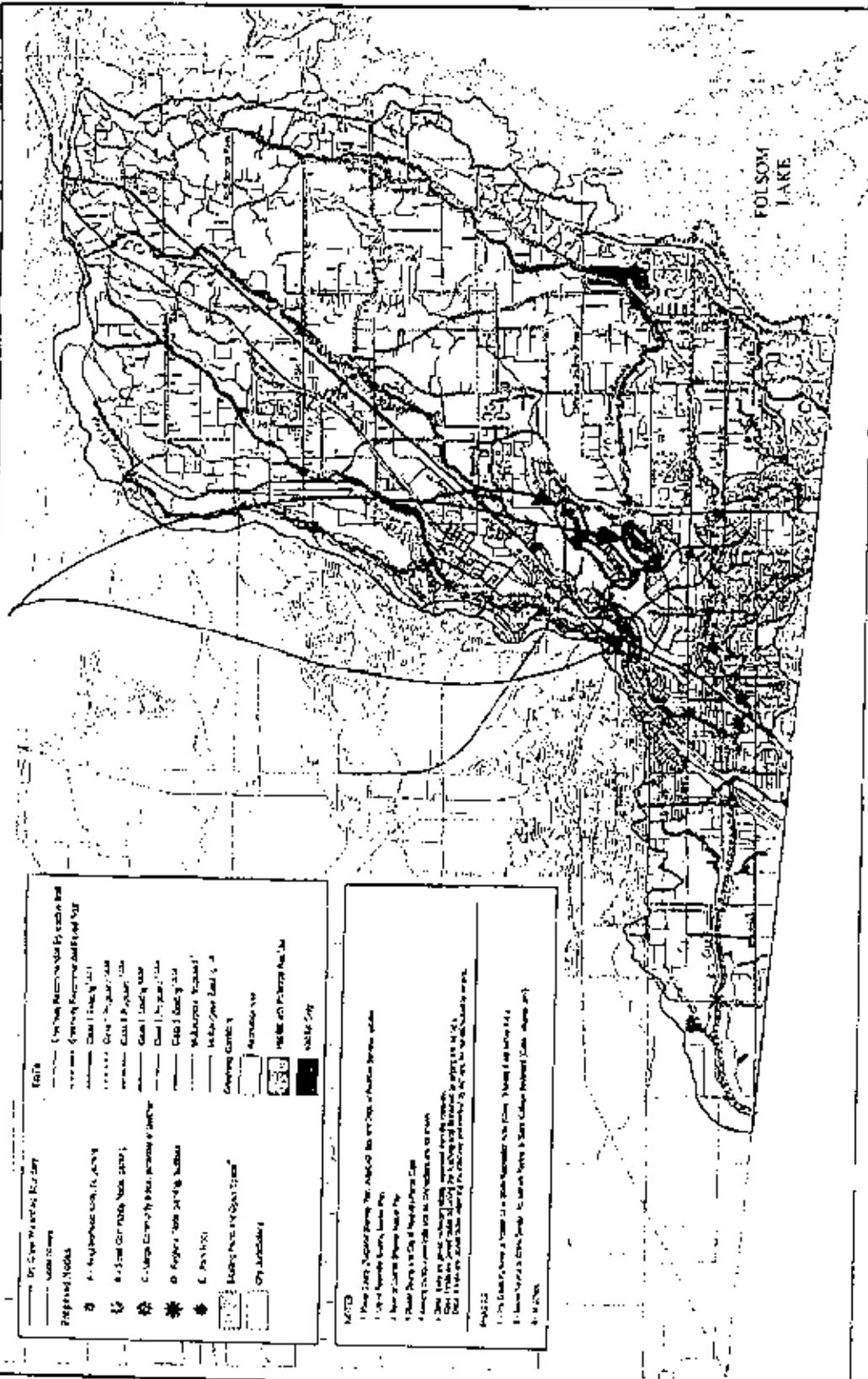
8) Figure 3 - Please see attached copy with mark-ups showing changes to the status of trails.

Sincerely,



Mark Morse  
Environmental Coordinator

Existing Segments



FOLSOM LAKE

### DRY CREEK GREENWAY CONCEPT PLAN

**ECOLOGICAL ASSOCIATES**  
 10000 Folsom Blvd., Suite 100  
 Folsom, CA 95630  
 (916) 992-1100  
 www.ecological.com

SCALE



DRY CREEK GREENWAY REGIONAL VISION

FIGURE 3

13 greenway\_300.mxd

**DRY CREEK GREENWAY CONCEPT PLAN**

**LEGEND**

**EXISTING SEGMENTS**

- Greenway Segment (Existing)
- Greenway Segment (Proposed)
- Greenway Segment (Conceptual)
- Greenway Segment (Future)
- Greenway Segment (Potential)
- Greenway Segment (Possible)
- Greenway Segment (Probable)
- Greenway Segment (Remote)
- Greenway Segment (Speculative)
- Greenway Segment (Unlikely)
- Greenway Segment (Very Unlikely)
- Greenway Segment (Improbable)
- Greenway Segment (Very Improbable)
- Greenway Segment (Fantasy)

**PROPOSED CORRIDORS**

- Greenway Corridor (Existing)
- Greenway Corridor (Proposed)
- Greenway Corridor (Conceptual)
- Greenway Corridor (Future)
- Greenway Corridor (Potential)
- Greenway Corridor (Possible)
- Greenway Corridor (Probable)
- Greenway Corridor (Remote)
- Greenway Corridor (Speculative)
- Greenway Corridor (Unlikely)
- Greenway Corridor (Very Unlikely)
- Greenway Corridor (Improbable)
- Greenway Corridor (Very Improbable)
- Greenway Corridor (Fantasy)

**OTHER FEATURES**

- City Boundary
- Water Body
- Highway
- Utility Line
- Other

**NOTES**

1. This plan is a conceptual plan and should not be used for any other purpose.
2. The plan is based on the best available information and is subject to change.
3. The plan is not a guarantee of any kind and should not be relied upon for any purpose.
4. The plan is not a contract and should not be used for any legal purpose.
5. The plan is not a warranty and should not be used for any warranty purpose.
6. The plan is not a license and should not be used for any license purpose.
7. The plan is not a release and should not be used for any release purpose.
8. The plan is not a disclaimer and should not be used for any disclaimer purpose.
9. The plan is not a limitation and should not be used for any limitation purpose.
10. The plan is not a waiver and should not be used for any waiver purpose.
11. The plan is not a release and should not be used for any release purpose.
12. The plan is not a disclaimer and should not be used for any disclaimer purpose.
13. The plan is not a limitation and should not be used for any limitation purpose.
14. The plan is not a waiver and should not be used for any waiver purpose.



Alan C. Lloyd, Ph.D.  
Agency Secretary

# California Regional Water Quality Control Board

## Central Valley Region

Robert Schneider, Chair



Arnold  
Schwarzenegger  
Governor

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

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26 May 2005

PLANNING DEPT.

Christopher Schmidt  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

***PROPOSED PROJECT REVIEW, CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),  
NOTICE OF PREPARATION AND INITIAL STUDY FOR THE DRY CREEK GREENWAY  
REGIONAL VISION, STATE CLEARINGHOUSE #2005042005, LOOMIS, ROCKLIN,  
ROSEVILLE, PLACER COUNTY***

As a Responsible Agency, as defined by CEQA, we have reviewed the Notice of Preparation and Initial Study for the Dry Creek Greenway Regional Vision. We are pleased and encouraged that Placer County and the Cities of Loomis, Rocklin and Roseville are proposing to preserve and protect as much as possible the Dry Creek watershed.

We have the following comments regarding activities that could have impacts on water quality in implementing the proposed plan.

Construction Storm Water

A NPDES General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000002, Order No. 99-08-DWQ is required when a site involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation that results in soil disturbances of one acre or more of total land area. Construction activity that involves soil disturbances on construction sites of less than one acres and is part of a larger common plan of development or sale, also requires permit coverage. Coverage under the General Permit must be obtained prior to construction. More information may be found at <http://www.swrcb.ca.gov/stormwater/construction.html>

Post Construction Storm Water Management

Manage storm water to retain the natural flow regime and water quality, including not altering baseline flows in receiving waters, not allowing untreated discharges to occur into existing aquatic resources, not using aquatic resources for detention or transport of flows above current hydrology, duration, and frequency. All storm water flows generated on-site during and after construction and entering surface waters should be pre-treated to reduce oil, sediment, and other contaminants. The local municipalities where the proposed project is located require post construction storm water Best Management Practices (BMPs) pursuant to the Phase II, SWRCB, Water Quality Order No. 2003 - 0005 - DWQ, NPDES General Permit No. CAS000004, WDRS for Storm Water Discharges from Small Municipal Separate

*California Environmental Protection Agency*



Christopher Schmidt

- 2 -

26 May 2005

Storm Sewers Systems (MS4). The local municipalities require long-term post-construction BMPs to protect water quality, control runoff flow and reduce hydro modification.

Wetlands and/or stream course alteration

Section 401 of the federal Clean Water Act requires any project that impacts waters of the United States (such as streams and wetlands) to file a 401 Water Quality Certification application with this office. The project proponent must certify the project will not violate state water quality standards. Projects include, but are not limited to, stream crossings, modification of stream banks or stream courses, and the filling or modification of wetlands. If a U.S. Army Corp of Engineers (ACOE) permit is required for the project, then Water Quality Certification must be obtained prior to initiation of project activities. The proponent must follow the ACOE 404(b)(1) Guidance to assure approval of their 401 Water Quality Certification application. The guidelines are as follows:

1. **Avoidance** (Is the project the least environmentally damaging *practicable* alternative?)
2. **Minimization** (Does the project minimize any adverse effects to the impacted wetlands?)
3. **Mitigation** (Does the project mitigate to assure a no net loss of functional values?)

If, after avoidance and minimization guidelines are considered and wetland impacts are still anticipated:

- determine functional losses and gains (both permanent and temporal; both direct and indirect)
- conduct adequate baselines of wetland functions including vegetation, wildlife, hydrology, soils, and water quality
- attempt to create/restore the same wetland type that is impacted, in the same watershed
- work with a regional context to maximize benefits for native fish, wildlife, vegetation, as well as for water quality, and hydrology
- use native species and materials whenever possible
- document all efforts made to avoid the minimize adverse wetland impacts
- be prepared to develop performance criteria and to track those for between 5 to 20 years
- be prepared to show project success based on achieving wetland functions
- if the project fails, be prepared to repeat the same process (via financial assurance), with additional acreage added for temporal losses
- specify how the mitigation project will be maintained in perpetuity and who will be responsible for the maintenance

For more information regarding Water Quality Certification may be found at  
[http://www.waterboards.ca.gov/centralvalley/available\\_documents/wq\\_cert/application.pdf](http://www.waterboards.ca.gov/centralvalley/available_documents/wq_cert/application.pdf)

Christopher Schmidt

- 3 -

26 May 2005

For more information, please visit the Regional Boards website at <http://www.waterboards.ca.gov/centralvalley/> or contact me at 916.464.4606.



GEORGE D. DAY, P.E.  
Senior Water Resources Control Engineer  
Storm Water and Water Quality Certification Unit  
916.464.4606

cc: Scott Morgan, State Clearinghouse, Sacramento