

Table ES-3. Summary of Environmental Effects and Mitigation - MWSL Plan

Significant Effects	Mitigation and Best Management Practices	Level of Significance with Mitigation
<i>Social and Economic Resources</i>		
The proposed setback alignment would result in the relocation of 32 residences and up to 182 farm structures.	Landowners and homeowners would be compensated for land and home value effects/takings to the extent required by law.	LTS ¹
<i>Land Use</i>		
The levee system would convert 123 acres of row crop, 35 acres of orchard, 11 acres of riparian, and 47 acres of agricultural support lands. Potential conversion of an additional 2,135 acres of land confined between the levees.	This effect represents an incompatible land use and is a significant effect that cannot be mitigated.	SU ²
<i>Agriculture, Prime and Unique Farmlands</i>		
The setback levee would result in a loss of 158 acres of prime farmland. A total of 1,254 acres of prime farmland confined by the levee system has the potential of conversion (to native habitat) due to indirect effects (inability to farm due to size, accessibility, or other factors).	The conversion of prime farmlands represents an effect that cannot be mitigated.	SU
<i>Transportation</i>		
Temporary direct transportation effects would include lane closure during road repair, roadway safety hazards, and an increase in traffic volume.	<ul style="list-style-type: none"> • Lead agency to provide traffic management plan. • Contractors would use construction easements as much as feasible when hauling materials to the construction site. • Traffic would be rerouted when necessary to avoid construction areas. • Flaggers would be stationed to slow or stop approaching vehicles to avoid conflicts with construction vehicles or equipment. 	LTS
<i>Noise</i>		
Construction of the setback levees would temporarily produce decibel levels above the significance threshold for some sensitive receptors during construction.	Mitigation would reduce the effects, but not to a less-than-significant level. <ul style="list-style-type: none"> • Construction equipment would be outfitted and maintained with noise-reduction devices such as mufflers. • Construction would be limited to daytime hours. 	SU
¹ LTS = Less than significant ² SU = Significant unavoidable		

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<i>Air Quality</i>		
NO _x emissions would exceed the significance thresholds established by the YSAQMD. The exceedence would be a temporary effect during construction.	The following mitigation would reduce NO _x emissions, but not to a less-than-significant level. Incorporate NO _x mitigation measures into construction plans and specifications.	SU
PM ₁₀ emissions would exceed the significance thresholds established by the YSAQMD. The exceedence would be a temporary effect during construction. Sensitive receptors would also be exposed to the high levels of fugitive dust emissions.	<p>The following mitigation would reduce PM₁₀ emissions, but not to a less-than-significant level.</p> <p>The lead agency would provide a dust suppression plan that would likely include the following measures:</p> <ul style="list-style-type: none"> • All construction areas, unpaved access roads, and staging areas would be watered as needed during dry soil conditions, or soil stabilizers would be applied. • All trucks hauling soil or other loose material would be covered or have at least 2 feet of freeboard. Construction vehicles would use paved roads to access the construction site wherever possible. • Vehicle speeds would be limited to 15 mph on unpaved roads and construction areas, or as required to control dust. • Streets would be cleaned daily if visible soil material were carried onto adjacent public streets. • Soil stabilizers would be applied to inactive construction areas on an as-needed basis. • Exposed stockpiles of soil and other excavated materials would be enclosed, covered, watered, or applied with soil binders as needed. • Vegetation would be replanted in disturbed areas as quickly as possible following the completion of construction. 	SU
<i>Settling Basin</i>		
The removal of the training levee could alter the distribution of sedimentation in the settling basin.	Design of the MWSL Plan would incorporate the function of the settling basin.	LTS

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<i>Water Quality</i>		
Pollutants from construction equipment and erosion at the construction site could temporarily degrade the water quality of local runoff during construction.	The proper permitting procedures would be adhered to. In addition, appropriate best management practices and monitoring would be implemented to preserve the quality of surface runoff.	LTS
<i>Vegetation and Wildlife</i>		
Project-related effects, as identified by the USFWS in its draft CAR, would include loss of 174 acres of agricultural habitat, 49 acres of orchard trees, 9.01 acres of riparian habitat, and 0.69 acre of shaded riverine aquatic habitat.	Mitigation for habitat loss would be outlined by the Fish and Wildlife Service according to guidelines detailed in the CAR. (Appendix A of Draft EIS/EIR)	LTS
<i>Vegetation and Wildlife (continued.)</i>		
Construction-related effects would include disturbance from equipment and crews and potential disturbance of species.	Mitigation measures include: <ul style="list-style-type: none"> • Restricting construction crews to the right-of-way and confinement of disturbance to as small an area as possible; • Requiring construction crews to maintain a 15 m.p.h. speed limit on all unpaved roads to reduce the chance of wildlife being mortally wounded if struck by construction equipment; and • Conducting nest surveys prior to the removal of any trees or scrub shrub to ensure migratory birds would not be lost during construction, pursuant to the Migratory Bird Treaty Act. 	LTS
<i>Special-Status Species</i>		
Project-related effects to special-status species (valley elderberry longhorn beetle, Swainson’s hawk, giant garter snake, northwestern pond turtle, chinook salmon, steelhead) would include loss of habitat.	Incidental Take Conditions for effects to Federal special-status species would be determined through formal consultation with the Fish and Wildlife Service and National Marine Fisheries Service and outlined in their Biological Opinion. Incidental Take Conditions for effects to State special-status species would also be determined through formal consultation with the California Department of Fish and Game. Proposed conservation measures are outlined in Section 5.7 in Draft EIS/EIR.	LTS

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Significant Effects	Mitigation and Best Management Practices	Level of Significance with Mitigation
<i>Special-Status Species (continued)</i>		
Construction-related effects would include disturbance from equipment and crews and potential take of species	Incidental Take Conditions for effects to special-status species would be determined through formal consultation with the Fish and Wildlife Service and National Marine Fisheries Service and outlined in their Biological Opinion. Incidental Take Conditions for effects to State special-status species would also be determined through formal consultation with the California Department of Fish and Game. Proposed conservation measures are outlined in Section 5.7 of Draft EIS/EIR.	LTS
<i>Cultural Resources</i>		
Archeological and historic sites could be affected by levee construction, degradation of the present levee, and accelerated erosion.	Mitigation measures could consist of avoidance; data recovery; and, for structures, recordation under the Historic American Buildings Survey/Historic American Engineering Recordation criteria.	LTS
<i>Esthetic and Visual Resources</i>		
Effects would include the extension of bridges and the presence of a new viewblock to numerous rural residences.	Mitigation measures would include reseeded the new levees; however, this would not reduce the effect to a less-than-significant level.	SU