



ADDENDUM TO THE SACRAMENTO RIVER PARKWAY PLAN EIR FOR THE CENTRAL POCKET LEVEE TRAIL SEGMENT

The City of Sacramento, California has prepared an Addendum to a previously certified environmental impact report (EIR), the Sacramento River Parkway Plan EIR, based on the analysis from the Initial Study for the following project:

Sacramento River Parkway Plan Central Pocket Levee Trail Segment

The Sacramento River Parkway Plan, which was first adopted in 1975, is a plan for development of a multi-use trail along the Sacramento River from its confluence with the American River to the southern City limits. The proposed continuous trail along the river is intended to provide recreational opportunities. The Sacramento River Parkway Plan was updated in 1997. Portions of this trail have been developed over the past 40+ years.

The proposed project is a segment of the planned trail within the community known as the Pocket area. This segment would extend the existing paved trail northward from Garcia Bend Park along the crown of the river levee for 1.85 miles. The proposed Central Pocket Levee Trail Segment project would pave 12 feet in the center of the existing Sacramento River levee, with 2 feet of decomposed granite on each side, for bicycle and pedestrian use. Along the levee, the state and local flood control agencies have rights of access for inspection and they occasionally use the unpaved levee as a maintenance road. The paved trail would also be used by these agencies to facilitate their inspections.

The purpose of the project is to provide an off-street, Class I multi-use trail for recreation purposes and ultimately for bicycle commuting once the Sacramento River Parkway Plan is fully implemented. The Parkway Plan shows the levee trail connecting to the system of bikeways in downtown Sacramento. The City holds property rights along the levee for most of the length of the Central Pocket Levee Trail Segment. As part of this project, the City would need to acquire recreational easements for approximately 0.32 miles of this 1.85-mile trail section from eight landowners.

The trail would be paved after completion of the levee improvement work planned by the Sacramento Area Flood Control District and the U.S. Army Corps of Engineers (Corps). The levee improvement work is expected to involve excavations that may expose buried cultural artifacts and include vegetation removal to meet Corps standards. Construction of this trail segment would occur after completion of the levee work and would involve excavations of less than 2-ft in depth and would average 6 to 8 inches in depth depending on the quality of the sub-base.

The State Central Valley Flood Protection Board (CVFPB) has jurisdiction over levee improvements and would have to issue the City a permit to construct this project. The trail would not be lighted, CVFPB will only allow regulatory signage to be installed on the levee, and landscaping is not allowed to be placed on the levee.

Developing a multi-use trail along the Sacramento River through the Pocket area was also included in the State Lands Commission 1998 Greenway Plan, SACOG's 2009 Regional Bicycle, Pedestrian and Trails Master Plan, the 2010 City/County Bicycle Master Plan, the City's 2005 Parks and Recreation Master Plan, and the City's General Plan, last updated in 2015 as the 2035 General Plan. The existing paved Sacramento River Parkway Trail in the Pocket area extends along the crown of levee from Garcia Bend Park south to the City limits. This paved section of the levee trail was constructed in 2000.

The City of Sacramento, Community Development Department, has reviewed the proposed project and on the basis of substantial evidence from the administrative record, no subsequent or supplemental environmental impact report (EIR) or negative declaration is required in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines Section 15162 because: (1) the project scope has not changed; (2) the circumstances under which the project will be undertaken has not changed; and (3) there is no information of substantial importance which was not known when the Sacramento River Parkway Plan EIR was prepared that shows that there are potentially new or more severe significant effects or feasible mitigation measures that were not addressed in the prior EIR. Also, pavement of this trail segment as a stand-alone project would qualify as exempt under CEQA Guidelines Section 15304, minor alterations to land.

In accordance with the CEQA Guidelines Section 15164, this Addendum to the adopted Sacramento River Parkway Plan Environmental Impact Report has been prepared pursuant to CEQA (Public Resources Code Section 21000 et. seq); Title 14, Chapter 3, Sections 15000-15387 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution No. 1991-892) adopted by the City of Sacramento.

The Sacramento River Parkway Plan EIR, the Initial Study supporting this Addendum, and the City Council resolutions adopting Sacramento River Parkway Plan and EIR, including the required findings and mitigation measures, can be reviewed at the offices of the Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811 during public counter hours.

Addendum to the Sacramento River Parkway Plan EIR for the Central Pocket Levee Trail Segment

INTRODUCTION

This Addendum to the Sacramento River Parkway Plan EIR covers the implementation of a segment of the Sacramento River Parkway trail within the Central Pocket area of the City of Sacramento. The Central Pocket Levee Trail segment is a component of the Sacramento River Parkway Plan and was previously analyzed in the Sacramento River Parkway Plan EIR. The project proposes to pave a 12-foot portion of the levee crown for a 1.85-mile section along the Sacramento River from Garcia Bend Park (southern project limit) to approximately the intersection of the levee road and Arabella Way (northern project limit). The City of Sacramento is the lead agency for compliance with the California Environmental Quality Act (CEQA) and implementation of the project. The project is locally funded.

PROJECT BACKGROUND

The Sacramento River Parkway is a planned recreational trail corridor that extends from Interstate 80 in South Natomas to the southern tip of the City, east of the Sacramento River. The concept of the Sacramento River Parkway was originally adopted by the City Council in the 1975 Sacramento River Parkway Plan. This Plan was refined and updated in the 1997 Sacramento River Parkway Plan adopted by the City Council on October 21, 1997, as well as the Sacramento River Greenway Plan adopted by the State Lands Commission. Since 1997, the Sacramento River Parkway trail has been included in the City's General Plan and General Plan updates, the City's Bicycle Master Plan, the City's Parks and Recreation Master Plan, and SACOG's 2009 Regional Bicycle, Pedestrian and Trails Master Plan. As part of the adoption of each of these plans, CEQA documentation was prepared.

In 1997, the City Council certified the Sacramento River Parkway Plan EIR (hereinafter the Parkway Plan EIR) which was a program-level EIR covering the proposed Sacramento River Parkway Plan. The Parkway Plan included a series policies and project components. The main project component of the Plan was to create a multi-use trail along the levee crown of the Sacramento River levee in the City of Sacramento. The Parkway Plan EIR reviewed the proposed levee crown trail segment and also considered other project components, such as recreational land uses, access points, parking areas and recreational uses in the Parkway. The Parkway Plan EIR certification was accompanied by an adopted a Mitigation Monitoring Program which outlined mitigation measures that would be applied to Parkway Plan projects. In addition, the Parkway EIR assumed that a preliminary review of proposed parkway plan projects would occur to ensure no new or unusual impacts would occur at a project specific level. In 2019, the City of Sacramento conducted an environmental screening (Initial Study) of the proposed trail segment project. This Initial Study did not identify any new impacts which were not adequately addressed in the Parkway Plan EIR and the adopted mitigation measures of that EIR.

PROJECT DESCRIPTION

The proposed project would pave 1.85 miles of the Sacramento levee, currently used occasionally as an unpaved maintenance road by flood control agencies and for emergency access. The paved trail would allow for bicycle and pedestrian access along the crown of the levee. The purpose of the project is to create a Class I, off-street, multi-use trail for recreational use and ultimately for

bicycle commuter travel. The proposed trail segment is part of the Sacramento River Parkway, a multi-use trail planned along the Sacramento River included in the Sacramento River Parkway Plan, the Greenway Plan, and the City's 2035 General Plan, Park and Recreation Master Plan, and the Bicycle Master Plan. The proposed trail segment would connect with the existing paved Sacramento River Parkway Trail which extends along the levee from Garcia Bend Park south to the City limits. This paved and improved section of the levee trail was constructed in 2000.

The proposed trail segment would consist of 12-foot width of paved asphalt concrete and 2-foot width of decomposed granite shoulders on each side of the pavement. The proposed trail section would be on the top or levee crown of the Sacramento levee. The levee crown is currently an unpaved roadway for levee maintenance and emergency vehicles. The project would resurface the existing gravel levee road to meet Class I bicycle trail standards. Construction for the new trail would require excavations of less than 2-ft in depth and would average 6 to 8 inches in depth depending on the quality of the sub-base.

Recreational Easement Acquisition

Currently, the Central Valley Flood Protection Board (CVFPB) has maintenance easements along the levee for flood control maintenance and emergency access. Also, access for maintenance and emergency inspection is delegated to the City of Sacramento by CVFPB. The City holds fee title or has recreational easements for all but 0.32 miles of the 1.85-mile proposed trail segment. The proposed project would involve purchasing the necessary recreational easements and paving the levee crown for bicycle and pedestrian use. Easements needed to be acquired amount to 1,682 linear feet affecting approximately 8 of the 27 parcels along the trail segment.

Construction Period Timing

The Sacramento Area Flood Control Agency (SAFCA) has approved a levee certification project which will be under construction between 2019 to 2023, either by SAFCA or the U.S. Army Corps of Engineers. This project involves levee safety improvements including cut-off walls, relief wells, discharge pumps, erosion control and revegetation along the length of the Sacramento River in both the City and County of Sacramento. The portion of the levee improvement project located in the Pocket area must be completed prior to the installation of the proposed Parkway trail segment to avoid the need to reconstruct the paved trail. Therefore, it is not anticipated that the trail project would commence construction prior to 2022.

Construction Access, Staging and Methods:

Access for the trail project construction equipment would be through the Pocket Canal Sump Station #132 located off Pocket Road, and the Garcia Bend Park parking area. Construction and equipment staging would be within Garcia Bend Park and its parking lot for the duration of the project and the paved sections of Sump Station #132. Both staging areas are currently developed and paved areas which are owed by the City of Sacramento.

Utilities

No utilities would be relocated as part of this project.

Tree and Vegetation Removals

The project footprint includes the levee crown which is a level gravel road. No trees or vegetation would be required to be removed for the project.

Permits from other Responsible Agencies Required for the Project

- Regional Water Quality Control Board, National Pollutant Discharge Elimination System 402 General Permit for Storm Water Discharges Associated with Construction Activity
- Central Valley Flood Protection Board, Encroachment Permit
- Sacramento Area Flood Control Agency, Construction timing coordination.
- U.S. Army Corps of Engineers, Section 408 Permit

The proposed project is covered by the Sacramento County area-wide municipal separate storm sewer system (MS4) permit to discharge storm water runoff from storm drains within the County jurisdiction; however, since the project area exceeds 1 acre, a National Pollutant Discharge Elimination System 402 General Permit for Storm Water Discharges Associated with construction activity would also be obtained prior to construction.

The proposed project is located along the Sacramento River levee within the 100-year floodplain. Coordination with Central Valley Flood Protection Board (CVFPB), Department of Water Resource Maintenance Area 9 (MA-9), U.S. Army Corps of Engineers and Sacramento Area Flood Control Agency (SAFCA) will be required prior to construction.

DISCUSSION OF REQUIREMENTS FOR USE OF AN ADDENDUM

An Addendum to an adopted environmental document may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. Sections 15162 and 15163 prohibits preparation of a subsequent or supplemental EIR unless the standards set forth in Section 15162 are met as they relate to the proposed project as follows:

1. ***No substantial changes are proposed in the project which would require major revisions of the previously adopted EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.***

The Sacramento River Parkway Plan EIR considered the implementation of a multi-use trail along the Sacramento River levee. The proposed project is consistent with the project footprint and location of the proposed trail segment was considered in the Parkway Plan EIR. An Initial Study (2019) was completed on the proposed trail segment to determine if any new significant impacts or any increase in the severity of impacts would result. The Initial Study determined that the proposed project did not pose any new significant impacts or change the severity of impacts. The analysis in the Sacramento River Parkway Plan EIR remains relevant and adequate to address the impacts of the proposed project

2. No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous environmental document due to the involvement of new significant environmental effect or a substantial increase in the severity of previously identified significant effects.

There have been no substantial changes with respect to the circumstances under which the proposed project is to be undertaken that would require revisions to the Sacramento River Parkway Plan EIR. The area next to the levee in the Pocket area along the project segment was developed for single family residential use starting in the 1970s and is fully developed as a residential neighborhood.

The 2019 Initial Study for the project also reviewed the project under the City's adopted 2035 General Plan and Master EIR. In addition, the Initial Study reviewed whether or not cumulative conditions have changed substantially from those addressed in the Sacramento River Parkway Plan EIR. The Initial Study found that cumulative conditions in the Pocket area of the City of Sacramento have not changed significantly since the preparation of the Parkway Plan EIR. According to the U.S. Census counts for the Pocket area zip code (95831), the total population in year 2000 was 42,821 with a small decline to 41,321 persons in 2010. The U.S. Census Bureau's 2017 estimate for the Pocket area zip code is 42,218 persons. Population and housing counts in the project area remain relatively unchanged from the 1997. No new major subdivisions or roadways have been developed in the project area which would change the cumulative environment where the project is located. The proposed project is expected to serve the recreational needs of the existing residents. Given that the Pocket area population remains relatively unchanged, the number of persons expected to use this trail segment as analyzed in the Sacramento River Parkway Plan EIR also remains unchanged.

From a policy perspective, although the City has updated the City General Plan since certification of the Parkway Plan EIR, the most recent General Plan continues to include the multi-use trail along the Sacramento River in the Pocket area, as does the most recent update of the City's Bicycle Master Plan. Land use designations in the Pocket area have not changed substantially since the certification of the Parkway Plan EIR, since the Pocket area was at that time and continues to be a developed and urbanized area. The adoption of the 2035 General Plan does not result in a change of or any new significant effects relating to the proposed project. The Master EIR for the 2035 General Plan is available online at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

The Parkway Plan EIR did find that the Pocket area was subject to flood risks. This continues to be the case, and the Sacramento Area Flood Control Agency (SAFCA) has approved a Levee Certification Project which will make improvements to the section of the levee where the proposed project would be located. These improvements are required to meet U.S. Army Corps of Engineers levee certification requirements and maintain the area's eligibility for the National Flood Insurance Program. In the proposed project levee section, SAFCA improvements include the installation of cut-off walls, relief wells, discharge pumps, removal of high-risk trees and revegetation for slope stability. These improvements will be under construction between 2019 and 2023. Thus, construction of the proposed trail is not anticipated to occur until completion of SAFCA's levee improvements. The proposed project would not affect the flood risk in the Pocket area, and would not impact levee inspections during high river periods. The paved trail would facilitate access for levee inspections. Recreational trails can be closed when needed by the flood

control agencies. SAFCA adopted an EIR for its levee improvement project and a mitigation plan which can be reviewed at:

http://www.safca.org/Levee_Certification.html

The SAFCA project will change the levee construction; however, these improvements to the levee's stability will not alter the use of the levee for the planned trail and do not require any major revisions to the Sacramento River Parkway Plan EIR.

Implementation of the proposed project would occur after the SAFCA levee stabilization improvements. Based on the limited footprint of the proposed project, which is the gravel road section of the levee crown, the proposed trail project does not pose any new significant impacts or increase the severity of any impacts which were not analyzed in the Sacramento River Parkway Plan EIR, nor does the project impact use of the levee for flood control.

3. *No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:*

a) The project will have one or more significant effects not discussed in the previous environmental document;

b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;

d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The paving of a portion of the existing gravel levee crown does not result in any additional environmental impacts that were not previously identified in the Sacramento River Parkway Plan EIR. The proposed project will not result in effects more severe than what is evaluated in that EIR and for which mitigation measures were adopted. The adopted mitigation measures remain effective in addressing the impacts posed by the project. The City Council adopted a Mitigation Reporting Program (MRP) as part of its approval of the original project and the MRP remains applicable to the revised project.

Conclusion

As described in the preceding sections, the proposed project does not require any revisions to the prior Sacramento River Parkway Plan EIR because no new or substantially more intense or severe significant environmental impacts or potentially significant environmental impacts would result from the proposed trail segment. The trail segment has the same alignment and general cross section as the trail segment analyzed in the Parkway Plan EIR. Based on the 2019 Initial

Study for the proposed trail segment project, none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a Subsequent EIR or Supplemental EIR have been identified. In summary, the proposed project would not:

- result in any new significant or potentially significant environmental effects,
- substantially increase the intensity or severity of previously identified significant effects,
- result in mitigation measures or alternatives previously found to be infeasible becoming feasible, or
- result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the prior EIR that would substantially reduce one or more significant or potentially significant effects on the physical environment.

These conclusions confirm that a Subsequent or Supplemental EIR is not warranted, and this Addendum to the prior EIR pursuant to CEQA Guidelines Section 15164 is the appropriate CEQA document for the project. No changes are needed to the certified EIR or the adopted MRP for the project.

Attachments:

- A. 2019 Initial Study for the Proposed Project
- B Resolution No. 97 590, adopted by the Sacramento City Council on October 21, 1997, a Resolution of the City of Sacramento City Council Certifying the Environmental Impact Report, Adopting the Attached CEQA Statement of Findings of Fact and Statement of Overriding Considerations, and Adopting the Mitigation Monitoring Plan for the Sacramento River Parkway Plan Update (M91-006)



INITIAL STUDY FOR THE CENTRAL POCKET LEVEE TRAIL SEGMENT (SACRAMENTO RIVER PARKWAY TRAIL)

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Chapter 3, Section 15000 *et seq.* of the California Code of Regulations) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Sacramento River Parkway Plan EIR.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number: Central Pocket Levee Trail Segment (Sacramento River Parkway Trail)

Project Location: Sacramento River levee crown between Arabella Way extending south to Garcia Bend Park

Project Sponsor: Public Works Department of the City of Sacramento

Project Manager: Adam, Randolph, Senior Engineer
City of Sacramento, Department of Public Works
Engineering Services
915 I Street, Rm 2000
Sacramento, CA 95814
Phone: (916) 808-7803
E-mail: arandolph@cityofsacramento.org

Environmental Planner: Ron Bess, Assistant Planner
Community Development Department
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
Phone: (916) 808-8272
E-mail: rbess@cityofsacramento.org

Date Initial Study Completed: February 12, 2019

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project has been adequately analyzed as a program component of the Sacramento River Parkway Plan EIR. The project is also consistent with the 2035 General Plan.

The City of Sacramento has prepared the attached Initial Study to review the potential project impacts, cumulative impacts, growth inducing impacts, and irreversible significant effects in accordance with the information and analysis contained in the 1997 Sacramento River Parkway Plan EIR to determine its adequacy for the proposed project (see CEQA Guidelines Sections 15162 and 15178(b), (c)). The 2035 General Plan Master EIR was also reviewed to determine if there are changed circumstances or cumulative effects that would be relevant to evaluation of the proposed

project with the 1997 Sacramento River Parkway Plan EIR. The purpose of the analysis was to determine whether any potential new or additional project-specific potentially significant environmental effects that were not analyzed in the prior EIR's could be caused by the proposed project and if so, whether there are any feasible mitigation measures that may avoid or reduce such effects.

This analysis incorporates by reference the 1997 Sacramento River Parkway Plan EIR and the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The 1997 Sacramento River Parkway Plan EIR and the General Plan Master EIR are available for public review at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 9581. The Master EIR is available on the City's website at:

<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx>

The Sacramento River Parkway Plan EIR (SCH# 93-10216, certified by Resolution No. 1997-590) considered the environmental effects of a riverfront trail along the Sacramento River levee in the City of Sacramento. The proposed trail segment was included in the analysis in the Parkway Plan EIR. The Parkway Plan EIR assumed that in the Central Pocket area, the trail would be constructed on the levee crown. The proposed project and the footprint and cross-sections of the proposed project are the same as those analyzed in the Sacramento River Parkway Plan EIR. This Initial Study has been prepared to determine if there are any new project specific impacts, changed circumstances, or mitigation approaches that were not discussed in the Parkway Plan EIR.

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

This Initial Study reviews the Sacramento River Parkway trail in the Central Pocket area of the City of Sacramento. The project proposes to pave a 12-foot section along 1.85-miles of the levee crown along the Sacramento River between Garcia Bend Park (southern project limit) and approximately the intersection of the levee road and Arabella Way (northern project limit).

The City of Sacramento is the lead agency for compliance with the California Environmental Quality Act (CEQA) and implementation of the project. The project is locally funded.

PROJECT BACKGROUND

The Sacramento River Parkway is a planned recreational trail corridor that extends from Interstate 80 in South Natomas to the southern tip of the City, east of the Sacramento River. The concept of the Sacramento River Parkway was originally adopted by the City Council in the 1975 Sacramento River Parkway Plan. This Plan was refined in the adopted 1997 Sacramento River Parkway Plan adopted by the City Council and the Sacramento River Greenway Plan adopted by the State Lands Commission. Since 1997, the Sacramento River Parkway trail has been included in the City's General Plan and General Plan updates, the City's Bicycle Master Plan, and the City's Parks and Recreation Master Plan. A southern portion of the Sacramento River Parkway trail extends from Garcia Park south along the river to the City limits has been paved. The proposed project would continue this trail north from Garcia Park to approximately Arabella Way in the Central Pocket area. Figure 1 shows the regional location of the project and Figure 2 shows the specific project limits.

The Central Valley Flood Protection Board (CVFPB) has maintenance easements along the levee for flood control maintenance and emergency access. Access for maintenance and emergency inspection has been delegated to the City of Sacramento by CVFPB. The City also has public ownership or a recreational easement on all but 0.32 miles of the 1.85-mile proposed trail segment. The proposed project would involve acquiring the necessary recreational easements and paving a portion of the levee crown for bicycle and pedestrian use.

Relationship to the SAFCA Levee Certification Project

Related to this project is the approved Sacramento Area Flood Control Agency (SAFCA) Levee Certification Project. The proposed levee project would make substantial flood control improvements along the Lower American and Sacramento Rivers and their tributaries outside the Natomas Basin to bring the flood management system into compliance with applicable engineering standards established under the National Flood Insurance Program (NFIP).

Levee improvements are anticipated to take place in the next 1-5 years and will involve the installation of relief wells to prevent seepage, installation of pumps, erosion control, foundation stability and cut-off walls. All of these improvements will involve construction on the levee crown. As such, the proposed Central Pocket Parkway Trail Segment would not be constructed until the approved levee work in the area is completed by SAFCA and or the U.S. Army Corps of Engineers.

The North Sacramento Streams, Sacramento River East Levee, Lower American River and Related Flood Improvements Project EIR (2015) prepared by SAFCA (SAFCA EIR) examined the environmental impacts of proposed improvements along approximately 6 miles of the Sacramento River East Levee, which includes the Central Pocket project area of the proposed trail segment. In addition to the substantial work to address seepage and meet embankment and foundation stability requirements, the SAFCA project would result in vegetation removal and removal of high-risk trees that threaten levee integrity as required by the U. S. Army Corps of Engineers for levee certification. The SAFCA project includes revegetation for bank stabilization and a comprehensive mitigation strategy. The SAFCA project may be constructed by SAFCA and/or the U.S. Corps of Engineers.

The City of Sacramento is proposing to construct the Central Pocket Levee Trail segment shortly after completion of construction of the SAFCA Flood Improvements Project. This Initial Study assumes all impacts and mitigation measures identified within the SAFCA EIR for the SAFCA Flood Improvements Project would occur prior to implementation of the Central Pocket Levee Trail project, and that the mitigation measures identified in the SAFCA EIR would be implemented prior to construction of the Central Pocket Levee Trail project. Impacts identified within the SAFCA EIR are referenced throughout this document as occurring prior to implementation of the proposed project and are not considered as part of the impacts associated with this project.

PROJECT LOCATION

The project is located along the levee crown of the Sacramento River Levee in the Pocket area of the City of Sacramento. The proposed trail segment would extend from the existing paved trail at Garcia Park north along the levee crown to the vicinity of Arabella Way.

PROJECT DESCRIPTION

The proposed project would pave 1.85 miles of a portion of the crown of the Sacramento River levee to allow bicycle and pedestrian use of the levee. The purpose of the project is to construct a paved trail on crown of the levee to create a Class I multi-use trail that would be used by pedestrians and bicyclists for primarily recreation purposes. The proposed trail segment is part of the Sacramento River Parkway, a multi-use trail planned along the Sacramento River included in the Sacramento River Parkway Plan, the Greenway Plan, the City's 2035 General Plan, the City's Bicycle Master Plan, and the City's Park and Recreation Plan.

The proposed trail would consist of 12-foot width of paved asphalt concrete and 2-foot width of decomposed granite shoulders on each side of the pavement. The proposed trail section would be on the levee crown or crown of the Sacramento River levee. The levee crown is currently an unpaved roadway used for flood control agency's maintenance and emergency vehicles. The project would resurface a portion of the existing levee crown, currently used as an access road by flood control agencies, to meet Class I bicycle trail standards. Pavement construction for the new trail would require excavations of less than 2-ft in depth and would average 6 to 8 inches in depth depending on the quality of the sub-base. Proposed project designs are included in the Appendix C to this document.

Recreational Easement Acquisition. The City of Sacramento holds a fee interest or a recreation easement along most of the proposed trail segment. Implementation of the project requires the purchase of recreational easements for 0.32 miles of the 1.85 trail segment. This amounts to 1,682

linear feet of easements needed, which would affect approximately 8 parcels of the 27 parcels in this segment.

Construction Period Timing. The approved SAFCA Levee Certification Project will be under construction between 2019 to 2023, and involves levee safety improvements including cut-off walls, relief wells, discharge pumps, erosion control and revegetation along the length of the Sacramento River in the City and unincorporated portions of the County of Sacramento. The portion of the levee project located in the Pocket area must be completed prior to the installation of the proposed Central Pocket Levee Trail segment. Because the proposed project would occur following SAFCA the levee improvement project, to avoid the need for reconstruction, it is not anticipated that the proposed trail project would commence construction prior to 2022.

Construction Access, Staging and Methods. Access for project equipment would be through the Pocket Canal Sump Station #132 located off Pocket Road, and Garcia Bend Park. Construction and equipment staging would be within Garcia Bend Park and its parking lot and the paved sections of Sump Station #132 for the duration of the project.

Anticipated Construction Equipment. Typical construction equipment would include the following:

Backhoe	Excavator	Light hand tools
Concrete saw	Cement truck	
Paver	Rollers	
Motor grader	Dump truck	

Utilities. No utilities would be required or relocated as part of this project. Utilities serving the urban area adjacent to the project include natural gas, electricity, water, sewer, and telecommunications service. Natural gas service in the project area is provided by Pacific Gas and Electric Company (PG&E). Electricity is provided by Sacramento Municipal Utility District (SMUD) using overhead utilities. The City provides municipal water service and wastewater (sewer) collection service within the project area, while Sacramento Regional County Sanitation District (SRCSD) provides wastewater discharge treatment within the project area. Telecommunications services in the project area are provided by AT&T and Comcast.

Permits from other Responsible Agencies Required for the Project. The following permits and coordination are anticipated to be required for this project.

- Regional Water Quality Control Board, National Pollutant Discharge Elimination System 402 General Permit for Storm Water Discharges Associated with Construction Activity
- Central Valley Flood Protection Board, Encroachment Permit
- Sacramento Area Flood Control Agency, Construction timing coordination.
- U.S. Army Corps of Engineers, Section 408 Permit

The proposed project is covered by the Sacramento County area-wide municipal separate storm sewer system (MS4) permit to discharge storm water runoff from storm drains within the County jurisdiction; however, since the project area exceeds 1 acre, issuance of a National Pollutant Discharge Elimination System 402 General Permit for Storm Water Discharges Associated with construction activity would also be required prior to construction.

The proposed project is located along the Sacramento River levee within the 100-year floodplain. Coordination with Central Valley Flood Protection Board (CVFPB), Department of Water Resource Maintenance Area 9 (MA-9), U.S. Army Corps of Engineers and Sacramento Area Flood Control Agency (SAFCA) would occur prior to construction.

FIGURES

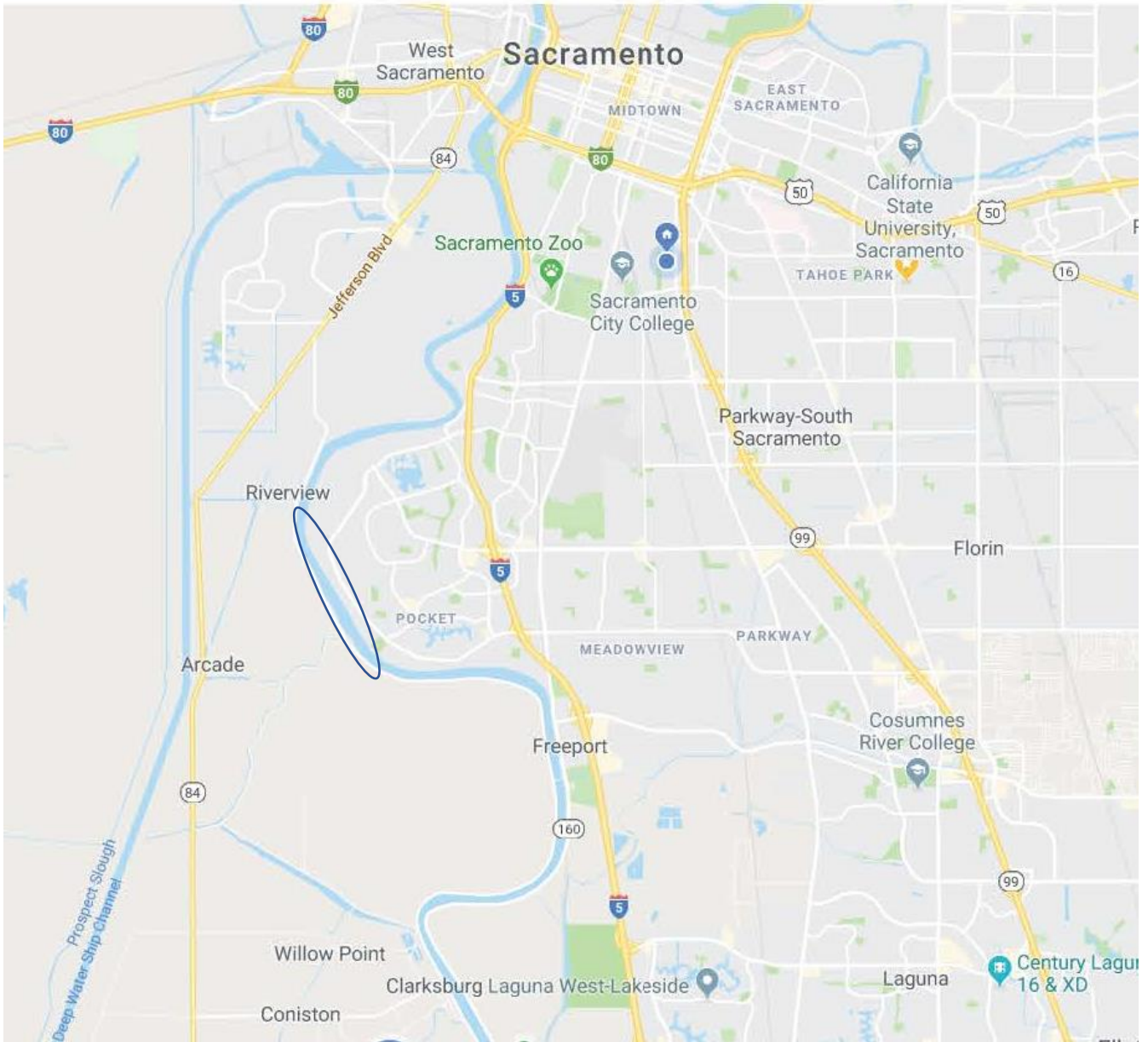


FIGURE 1: VICINITY MAP OF PROPOSED SACRAMENTO RIVER PARKWAY CENTRAL POCKET TRAIL SECTION



FIGURE 2: LOCATION OF PROPOSED TRAIL SEGMENT ALONG THE SACRAMENTO

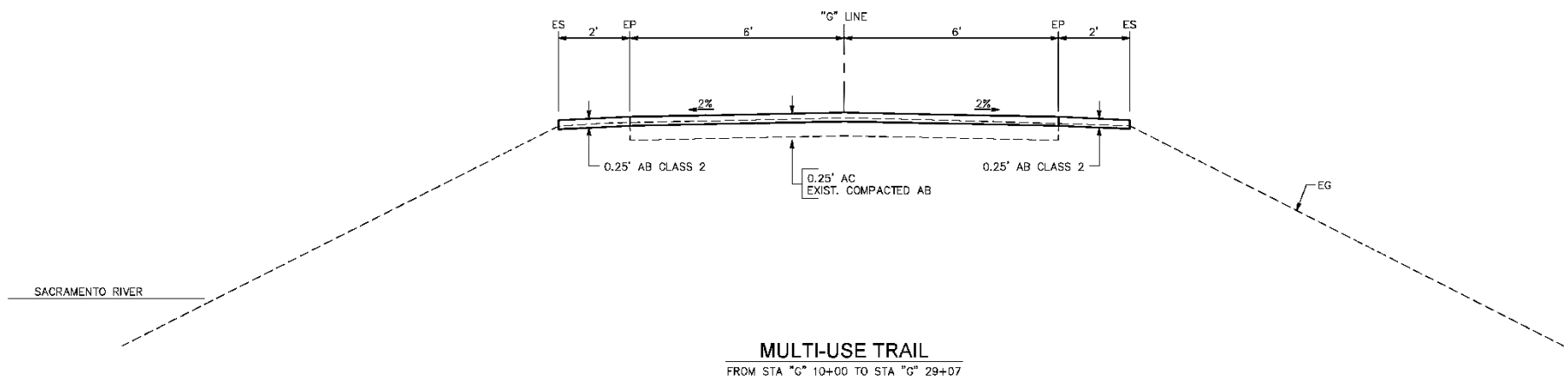


FIGURE 3: TYPICAL LEVEE TRAIL CROSS SECTION

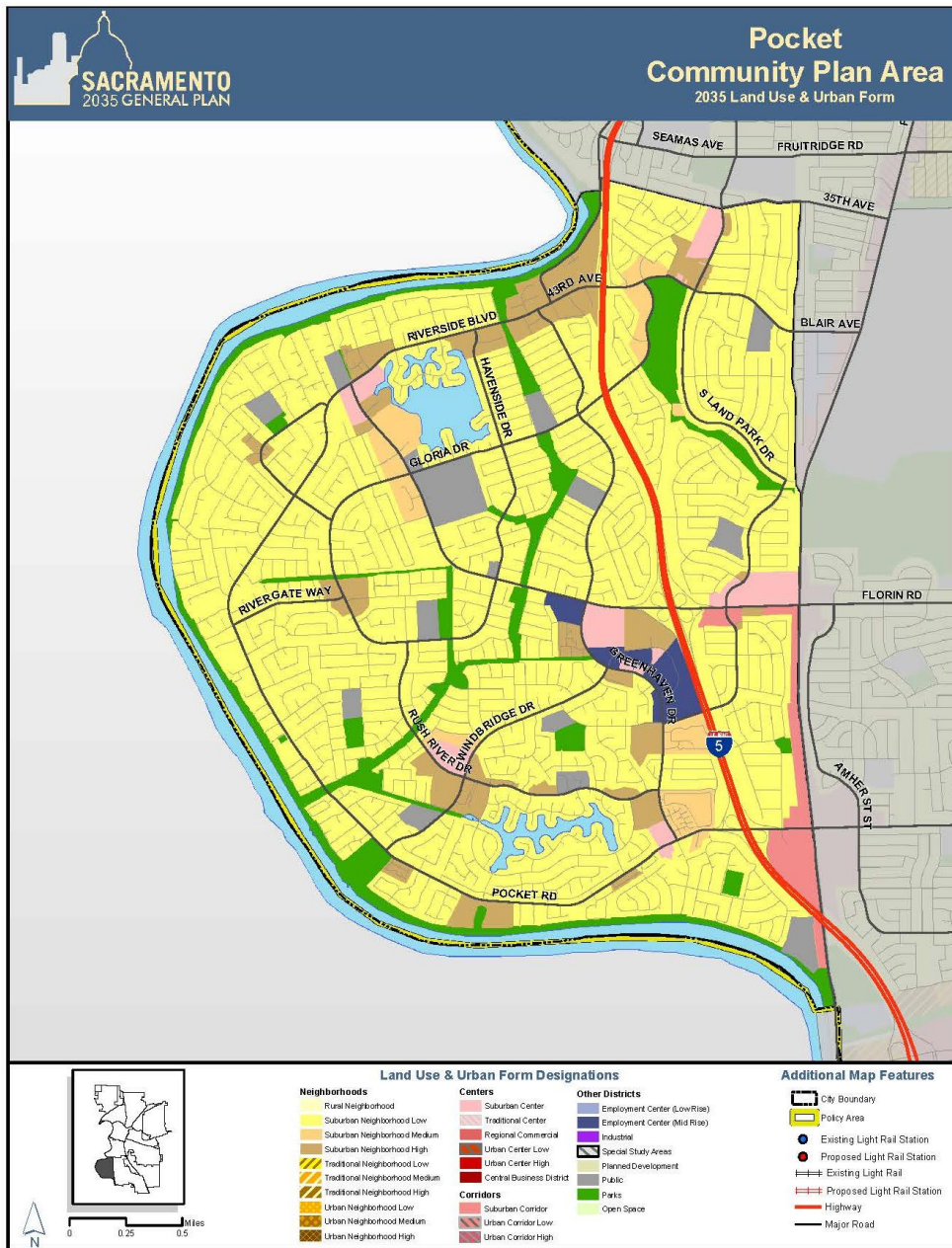


Figure P-2
2035 General Plan Land Use & Urban Form Designations
for the Pocket Community Plan Area

Adopted March 3, 2015

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FIGURE 6: GENERAL PLAN DESIGNATIONS IN THE PROJECT VICINITY

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

This section of the Initial Study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section does not discuss agricultural resources and the effect of the project on these resources since the project is to be located along the crown of a levee.

Discussion

The project site includes the section of the Sacramento River Levee between Garcia Bend Park and Arabella Way as shown on Attachment A. This area has been designated as “park” in the 2035 General Plan and the Pocket Area Community Plan of the 2035 General Plan. The 1997 Sacramento River Parkway Plan, the Sacramento River Greenway Plan and the 2016 City of Sacramento Bicycle Master Plan each show an off-road pedestrian and bicycle trail along this section of the levee. The subject area includes several zones including “A” (Agricultural Open Space); “R-1 (Single Unit Dwelling Zone) and R-1A (Single Unit and Duplex Unit Dwelling Zone). The riverside of the levee is zoned “F” or Flood Zone. This zone is considered an open space zone which allows only conditionally permit specified uses along the Sacramento and American Rivers and their tributaries, and other areas subject to inundation.

The project site is generally located in an urbanized portion of the community. The Pocket Area Community Plan states that the Pocket “contains mostly residential neighborhoods with local employment and retail centers at key intersections. Very little vacant land is available for new development. The vacant land that remains is scattered, limiting major development potential.” The proposed project is located along the edge of the Sacramento River which provides open space, visual relief, and areas for nature study. Currently, the area to be improved consists of a levee crown that is also used as a flood control maintenance road maintained by the CVFPB. The City of Sacramento also has some maintenance easements in this area to access city facilities such as drainage sump 132. The existing levee crown maintenance road is level gravel road. Thus, development of the proposed project would result in some minor alteration, namely paving of a portion of the existing levee maintenance road to create a continuous smooth surface for bike and pedestrian travel. Use of the levee crown for public bicycle and pedestrian access is consistent with the 2035 General Plan, the 2016 Bicycle Master Plan, and the 1997 Sacramento River Parkway Plan.

Project Area Population Change Related to Cumulative Conditions

This Initial Study has been prepared to determine if the proposed project would result in any new effects or changed circumstances which were not addressed in the Sacramento River Parkway Plan EIR.

The project site is located in the Pocket area of the City of Sacramento, which is an area of the City that was substantially built-out and fully developed at the time the Parkway Plan EIR was prepared. Since that time little has changed. According to the U.S. Census counts for the Pocket area zip code (95831), the total population in year 2000 was 42,821 with a small decline to 41,321 persons in 2010. The U.S. Census Bureau's 2017 estimate for the Pocket Area zip code is 42,218 persons. Population and housing counts in the project area remain relatively unchanged from the 1997. No new major subdivisions or roadways have been developed in the Pocket.

Energy

The project would not include construction of any structures or generate new population which would consume new energy. Development of a trail that can be used by pedestrians and bicyclists supports the City's goals for reduction of greenhouse gas emissions by reducing automobile travel. The project does not include lighting which would require electrical service. No utilities would be relocated as part of the project.

The Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan and Parkway Projects would have a less-than-significant effect related to non-renewable resources. The proposed project would not result in any impacts related to energy that were not identified and evaluated in the Sacramento River Parkway Plan EIR...

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. <u>AESTHETICS</u> Would the proposal:			X
A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

ENVIRONMENTAL SETTING

The project site is located along the Sacramento River in the Pocket area of the City of Sacramento. The Pocket is an existing developed urban area consisting largely of residential uses with commercial and office uses concentrated along major corridors such as Florin Road. In general, the area is characterized by low level uses, predominantly single story and two-story uses. The Pocket is of level terrain providing very little elevated areas that would provide significant views and vistas. The Sacramento River is a significant scenic resource. Views of the river from the interior of the Pocket are limited because of the level terrain. However, along the Sacramento River levee, which is an elevated area, significant views of the river are available. Some homes along the levee may have views of the river from the second story.

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, policies adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

SUMMARY OF ANALYSIS INCLUDED IN THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The Parkway Plan EIR determined that implementation of the Parkway Plan would have a less-

than-significant effects related to light and glare since no lighting is proposed as part of the trail project.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would not include installation of lighting. As such, the proposed project would not create any light or glare impacts on the adjacent area. The proposed project would provide access to pedestrian and bicycle users along the levee road similar to the trail uses located to the immediate south of Garcia Bend Park and along other trail areas of the Sacramento and American Rivers. While bicyclists use lights at night, the trail hours are from dawn to dusk.

The Sacramento River Parkway Plan provides, that off-street public trail facilities, which are considered parks, are only open for use from dawn to dusk (City Code section 12.72.090). Thus, the time period in which lighting from bicycle lights or reflectors could occur would be limited to daytime hours, and such lighting is limited to the area in front of the bicycle, so lighting impacts would be negligible or less-than-significant.

Question C

The project would not substantially degrade the existing visual character of the site or surrounding area. As noted above, the trail would be located on a raised levee. The project would pave a portion of the levee crown for pedestrian and bicycle use. Residents with homes along the land side of the levee may see bicyclists and pedestrians using the trail from their homes, but their view of the river would remain unchanged. Also, the project would not require the removal of any vegetation because the levee crown is not landscaped. Existing residences to the landside of the levee would continue to have views of the river similar to their existing views because the project does not increase the height of the levee or include visual barriers. Therefore, impacts to visual character are less-than-significant.

ADDITIONAL MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects for aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. <u>AIR QUALITY</u> <i>Would the proposal:</i> A) Result in construction emissions of NO _x above 85 pounds per day?			X
B) Result in operational emissions of NO _x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM ₁₀ and PM _{2.5} concentrations that exceed SAMQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with the Climate Action Plan?			X

ENVIRONMENTAL SETTING

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level. The Sacramento Valley Air Basin (SVAB), and is subject to federal, state, and local air quality regulations. Both federal and State Ambient Air Quality Standards (AAQS) have been established for criteria air pollutants, with the California AAQS (CAAQS) being more stringent than federal AAQS. While federal and State standards are set to protect public health, adverse health effects still result from air pollution. The SVAB is designated as non-attainment for federal and State ozone (O3) standards. The area remains non-attainment or unclassified for PM10 and PM2.5 under the State of California air quality standards. Thus, for Sacramento County, the criteria pollutants of greatest concern are ozone precursors which include reactive organic gases and nitrogen oxides and

particulate matter. In summary, Sacramento County does not attain the following state and federal ambient air quality standards (AAQS):

- 1-hour state ozone standard
- 8-hour federal and State ozone standards
- 24-hour federal particulate matter PM2.5 standard
- 24-hour and annual state particulate matter PM10 standards

Ozone

The concentration of ground level ozone, commonly referred to as smog, is greatest on warm, windless, sunny days. Ozone is not emitted directly into the air, but forms through a complex series of chemical reactions between two directly emitted ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NOx). These reactions occur over time in the presence of sunlight. The principal sources of the ozone precursors (ROG and NOx) are the combustion of fuels and the evaporation of solvents, paints, and fuels. As a cumulative result of Sacramento regional development patterns, however, motor vehicles produce the majority of ozone precursor emissions. In fact, over 70% of the NOx produced in the region is from motor vehicles. Recognizing the health impacts of day-long ozone exposure, the EPA promulgated an 8-hour standard for ozone in 1997 as a successor to the 1-hour standard.

Particulates

Airborne dust contains fine particulate matter (PM10 and PM 2.5) includes a wide range of solid or liquid particles, such as smoke, dust, aerosols and metallic oxides. PM10 (particles with aerodynamic diameters less than 10 microns) can remain in the atmosphere for up to seven days before it is removed from rainout, washout, and gravitational settling. The level of fine particulate matter in the air is a public health concern because PM10 can bypass the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. The size of particles is directly linked to their potential for causing health impacts.

Fine particles less than 2.5 microns in size (PM2.5) pose the greatest threat. They can block the flow of oxygen from the lungs to the bloodstream and can also pass from the lungs to the bloodstream and heart. Scientific studies have linked long-term PM pollution, especially fine particles, with significant health problems. Elevated particulate concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma. As noted above, Sacramento County was recently (2015) designated an attainment area for PM10 under the 24-hour standard. The area, however, does not meet state air quality particulate standards or federal standards for PM2.5.

Carbon Monoxide (CO)

CO is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicle emissions are the dominant source of CO in the Sacramento region. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can cause dizziness, headaches, unconsciousness, and even death. CO can also aggravate cardiovascular disease. CO emissions and ambient concentrations have decreased significantly in recent years. These improvements are due largely to the introduction of cleaner burning motor vehicles and motor vehicle fuels. The Sacramento region has attained the State and federal CO standard. No exceedances of the State or federal standards for CO have been recorded at a monitoring station in Sacramento County since

1993.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM₁₀ concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to greenhouse gas emissions if it fails to satisfy the requirements of the City's Climate Action Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of new development based on the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthy pollutant concentrations. See Master EIR, Chapter 4.2. Because use of the proposed trail project will not generate any vehicle emissions, there are no impacts or mitigation measures relative to air quality discussed in the Master EIR that are relevant to the proposed project.

SUMMARY OF ANALYSIS, POLICIES AND MITIGATION MEASURES INCLUDED IN THE SACRAMENTO RIVER PARKWAY PLAN AND EIR

The Sacramento River Parkway Plan EIR determined that at a program level, implementation of Parkway projects could result in temporary construction period dust which could be reduced to a less-than-significant level by mitigation measures. The following Parkway Plan EIR mitigation measure is applicable to the project:

Parkway Plan EIR Mitigation Measure 6-3-4 Construction Dust and Particulate Matter

Prior to issuance of a special permit for construction of any phase of the project, a separate analysis of construction related PM -10 emissions shall be conducted. (NOTE: A project specific analysis of construction level PM-10 emissions has been conducted which concluded that such emissions would be less-than-significant.) Based on the project specific analysis (see item (1) above) the following types of mitigation measures shall be employed:

- a. Water all unpaved construction areas at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Water twice daily or cover stockpiles of sand, soil, and similar materials with a tarp.
- b. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
- c. Increase the frequency of City street cleaning along streets in the vicinity of the construction site. Work should be restricted or banned on days of high winds (> 30 mph) or when air quality violations are expected (as determined by the SMAQMD) On-site vehicle speed on unpaved surfaces shall be limited to 15 miles per hour. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
- d. Revegetation of construction areas and staging areas shall take place immediately following completion of each project component.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Short Term, Construction Period Emissions. Short term construction period impacts include the emissions related to construction workers accessing the site, and emissions related to construction equipment and grading. In accordance with the SMAQMD CEQA Guide, the Roadway Construction Emissions Model, Version 8.10 was used to estimate construction period emissions. The levee crown would need to be graded to create a level surface, base or aggregate applied and compacted, and 12 feet of the surface paved. The project length is 9,750 feet or 1.85 miles and the width for construction access is approximately 14 to 20 feet depending on the area on the crown of the levee. Thus, the Roadway Construction Emission Model was based on the disturbance and improvement or approximately 3.13 acres

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NO_x, volatile organic compounds (VOCs), directly-emitted particulate matter (PM₁₀ and PM_{2.5}), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Table 1 shows the results of the Roadway Construction Emissions model for the project and compares the project emissions with SMAQMD’s thresholds of significance.

Emission	Project Emission Based (ppd)	Threshold of Significance(ppd)	Significance
Nitrogen Oxides (NOX)	10.65	85	Less than Significant
Reactive Organic Gases (ROG)	1.44	None	N/A
Particulate 10 (PM10)	3.49	80	Less than Significant
Particulate 2.5 (PM 2.5)	.98	82	Less than Significant

The project’s construction period emissions are less-than-significant. Additionally, project construction is required by SMAQMD Rule 403 to implement Basic Construction Emission Control Practices. These practices require the project work to include:

- a. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- b. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- c. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- d. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- e. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible.
- f. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- g. Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. Lead agencies may add these emission control practices as Conditions of Approval (COA) or include in a Mitigation Monitoring and Reporting Program (MMRP).

Questions B and E

The proposed project is a recreational multi-use trail project. While some trail users would be expected to travel to and from the trail in private vehicles, most users would access the trail by walking or bicycling. The proposed project would not substantially affect traffic volumes within or adjacent to the project area and no substantial increase in trips or delays would result from the project. Therefore, the project is not anticipated to result in increased operational emissions.

Question C

Because construction and operational emissions are expected to be well below the thresholds, as discussed for Questions A and B, the project would not violate any air quality standards. The proposed project would not exceed the threshold for NO_x (85 lbs/day) for construction period emissions. The proposed project would not result in any additional significant impacts that were not addressed the Parkway Plan EIR.

Question D

SMAQMD has established screen-level criteria for the assessment of significant impacts from construction-related emissions of fugitive dust. These criteria are based on a project's maximum actively disturbed area. Construction activities that would disturb less than 15.0 acres per day would be required to implement the appropriate level of mitigation, identified by the SMAQMD as "Basic Construction Emission Control Practices." Because the proposed project covers an area less than 15 acres, BMPs have been included from the "Basic Construction Emission Control Practices" to reduce construction-related emissions of fugitive dust. See Question A for the City Code: 15.40.050 and 15.44.170; SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices. Additionally, the Parkway Plan EIR included dust control mitigation which is applicable to the project and continues to adequately address fugitive dust. The proposed project would not result in an additional significant impact that was not addressed in the Parkway Plan EIR.

Questions F and G

SMAQMD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants or may experience adverse effects from unhealthful concentrations of air pollutants. Hospitals, clinics, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The nearest sensitive receptors in the vicinity of the project site are residences along the levee trail. The closest residence is approximately 30 feet from the levee trail. The residences would be considered sensitive receptors. However, the proposed project construction period emissions are substantially below the thresholds of significance and compliance with the SMAQMD Basic Construction Emissions Control Practices would further reduce the impact of construction related emissions.

Construction activities would involve the operation of diesel-powered equipment. In 1998, the CARB identified diesel exhaust as a toxic air contaminant (TAC). Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 70-year exposure period often is assumed. Although elevated cancer rates can result from exposure periods of less than 70 years, acute exposure (i.e., exposure periods of 2 to 3 years) to diesel exhaust typically are not anticipated to result in an increased health risk because acute exposure typically does not result in exposure concentrations that would represent a health risk.

Health impacts associated with exposure to diesel exhaust from project construction are not anticipated to be significant because construction activities would be temporary and well below the 70-year exposure period used in health risk assessments. Emissions would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the project would not result in an elevated cancer risk to exposed persons.

Odors from construction may occur during activities such as laying pavement; however, these activities would be intermittent and short-term in nature and potential effects related to air quality and odors would be less than significant. The proposed project would not result in any new significant impacts that were not addressed in the Parkway Plan EIR.

Question H

The City has adopted a Climate Action Plan as part of the City's efforts to reduce Greenhouse Gas (GHG) emissions. Additionally, as part of its action in approving the 2035 General Plan, the City Council certified the Master EIR that evaluated the environmental effects of development that is reasonably anticipated under the new general plan. Reduction of GHG is required by a number of state policies and regulations including:

Executive Order S-3-05. In 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05 which established greenhouse gas (GHG) emission reduction targets for California and directs the CAL-EPA to coordinate the oversight of efforts to achieve them. The targets established by Governor Schwarzenegger call for a reduction of GHG emissions to 2000 levels by 2010; a reduction of GHG emissions to 1990 levels by 2020; and a reduction of GHG emissions to 80% below 1990 levels by 2050.

Assembly Bill 32. In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also includes guidance to institute emission reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. AB 32 demonstrates California's commitment to reducing the rate of GHG emissions and the state's associated contribution to climate change, without intent to limit population or economic growth.

Senate Bill 97. In 2007, Senate Bill (SB) 97 was enacted to amend the CEQA statute in order to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis under CEQA. This bill directs the Office of Planning and Research (OPR) to prepare, develop, and transmit to the California Natural Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The Natural Resources Agency was required to certify or adopt those guidelines by January 1, 2010. On March 18, 2010, the amendments to the State CEQA Guidelines for addressing greenhouse gas emissions, as required by Senate Bill 97 (Chapter 185, 2007) were enacted in order to provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents.

Senate Bill 375. In 2008, Senate Bill (SB) 375, was enacted which aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP).

Executive Order S-13-08. In November 2008, Governor Arnold Schwarzenegger issued Executive Order S-13-08 to enhance the State's management of climate impacts from sea

level rise, increased temperatures, shifting precipitation, and extreme weather events. The Executive Order directs the state agencies to request that the National Academy of Sciences convene an independent panel to complete the first California Sea Level Rise Assessment Report.

Executive Order B-30-15. On April 29, 2015, Governor Edmund Brown issued Executive Order B-30-15. Going beyond reductions required by AB 32, Executive Order B-30-15 requires that greenhouse gas emissions in California are reduced by 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

For this analysis, the SMAQMD's recommended thresholds are used which state:

- A significant impact would result if the proposed project would result in the emission of GHG gases (CO₂e) in excess of 1,100 metric tons per year for either the construction period or operational phase of the project.

Short-term Construction Emissions

During construction of the proposed project, GHG emissions would be emitted from the operation of construction equipment and from worker vehicles. Road Construction Emissions modeling was conducted to estimate the total CO₂e emissions generated by the construction of the project. The total CO₂e emissions would be approximately 99.21 metric tons per year which is below the threshold of 1,100 metric tons per year. Construction of the project, therefore, would not exceed SMAQMD's thresholds of significance for GHG emissions. SMAQMD considers GHG project emissions which are less-than-significant to not be cumulatively considerable. The project has a less-than-significant impact from construction period GHG emissions.

Operational Emissions

The proposed project supports the 2035 General Plan and the Climate Action Plan for the City. The Climate Action Plan provided additional guidance for the City's ongoing efforts to reduce GHG emissions. The proposed project would expand the network of pedestrian and bicycle trails in the City thereby encouraging more non-motorized commuting and recreation.

The proposed project must comply with the 2035 General Plan policies and measures for the reduction of GHGs to comply with the 2035 MTP and AB 32. Because the proposed project consists of installing a multi-use trail for recreational purposes, would encourage multi-modal travel, and would not generate substantial additional vehicle traffic; the proposed project would comply with the 2035 MTP. AB 32 requires an approximate 29 percent reduction from existing emissions on a statewide level in order to achieve the goal of reducing GHG emissions to 1990 levels by 2020. In order for this to occur, the existing and future operations of the City, as well as individual land uses, must reduce emissions accordingly.

The project would support and not impede the City's efforts to comply with AB 32 requirements. Therefore, the projects cumulative impacts related to construction and operation of the proposed project would be less than significant and the project does not conflict with the City's Climate Action Plan. The project would not have any significant additional environmental effects relating to GHG emissions or climate change.

FINDINGS

No additional project related impacts have been identified which were not adequately addressed or mitigated by the Parkway Plan EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>2. <u>BIOLOGICAL RESOURCES</u> Would the proposal:</p>			
<p>A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?</p>			X
<p>B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?</p>			X
<p>C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?</p>			X

ENVIRONMENTAL SETTING

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. These natural habitats are located primarily outside the city boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools. These habitats and their general locations are discussed briefly below.

The project area is the crown of the levee along the Sacramento River between Garcia Bend Park and Arabella Way. The vegetation communities within the general area are comprised of urban,

public park landscaping, wild oats grassland, residential landscaping, Valley Oak woodland/trees, and disturbed riparian areas and cottonwood groves on the west side of the levee. Based on recent field surveys and literature research prepared for the SAFCA Levee Certification project EIR, the crown of the levee in the project area is a gravel road with little or no habitat value although the areas immediately adjacent to the project footprint do provide habitat for some special status species. Flood control agencies do not permit landscaping or other vegetation to be planted along the crown of the levee.

SPECIAL-STATUS SPECIES EVALUATION

Special-status species are plants and animals in the following categories:

- Species that are listed under the federal Endangered Species Act (ESA) and/or California Endangered Species Act (CESA) as rare, threatened, or endangered;
- Species considered as candidates and proposed for state or federal listing as threatened or endangered;
- Wildlife designated by CDFW as species of special concern; and
- Plants ranked by CDFW as “rare, threatened, or endangered” in California.

The California Natural Diversity Database (CNDDDB), maintained by the CDFW, is considered as the most current and reliable tool for tracking occurrences of special-status species in California. The special-status species evaluation considers those species identified as having relative scarcity and/or declining populations by the USFWS or CDFW. Special-status species include those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as Species of Concern by USFWS or Species of Special Concern by CDFW. Species considered to be “special animals” or “fully protected” by the CDFW or rare, threatened, or endangered in California by the California Native Plant Society (CNPS) were also included in the evaluation.

Setting and Methods

Queries of the USFWS Planning Species list, CNDDDB Electronic Inventory of Rare and Endangered Plants, and CNPS database queries identified several special-status species with the potential to be impacted by the proposed project. Appendix B provides a summary of all species identified in the search results, a description of the habitat requirements for each species, and conclusions regarding the potential for each species to occur within the project area. Because the project site is a gravel levee road that allows maintenance vehicles and emergency vehicles there are no trees or mature vegetation in the project footprint. As such, habitat value is diminished for a number of species. The most likely species that might be indirectly affected by the project include the Swainson’s hawk and similar raptors which may use mature trees located by the Sacramento River for nesting.

Sensitive Habitats and Sensitive Habitats

Sensitive habitats include sensitive natural plan communities and other habitats designated and/or regulated by California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and U.S. Army Corps of Engineers (USACE). Under Section 404 of the Clean Water Act (CWA), wetlands and other waters of the U.S. are subject to the jurisdiction of USACE. Aquatic habitats may also receive protection under California statutes including Section 1602 of the California Fish and Wildlife Code and the California Porter-Cologne Water Quality Control Act. There are no

Waters of the U.S. located within the proposed project BSA.

The proposed project is adjacent to some areas of disturbed riparian habitat. However, the project footprint which is the crown of the levee does not include any riparian habitat insofar as it is currently used as a maintenance road by levee and flood control agencies. On the river-side of the levee or west levee bank, a substantial number of large riparian trees and habitat are to be removed by the SAFCA Levee Certification Project which must occur prior to the proposed project. Prior to initiation of the proposed project, the approved SAFCA Levee Certification Project must be completed to stabilize the levee. The SAFCA project would substantially modify the riverside of the levee by removing older hazardous trees and vegetation. As part of the project, riverbank stabilization vegetation would be installed. Thus, at initiation of the proposed project, the nearby biological habitats will have been modified by the levee certification project.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

For the purposes of this document, “special-status” has been defined to include those species, which are:

- Listed as endangered or threatened under the federal Endangered Species Act (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by U.S. Fish and Wildlife Service (USFWS), or as species of special concern to California Department of Fish and Game (CDFG);
- Plants or animals that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

Chapter 6.3 of the Master EIR evaluated the effects of development planned per the 2035 General Plan on biological resources within the general plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population

below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat. Because the proposed trail project will not impact any habitat, there are no impacts or mitigation measures relative to biological resources discussed in the Master EIR that are relevant to the proposed project.

SUMMARY OF ANALYSIS UNDER THE SACRAMENTO RIVER PARKWAY PLAN EIR AND MITIGATION MEASURES FROM THE PARKWAY PLAN APPLICABLE TO THE PROJECT

The Sacramento River Parkway Plan EIR determined that at a program level, impacts to riparian habitat would generally be less-than-significant due to protective policies included in the Parkway Plan that limit or reduce impacts to the riparian corridor. These policies include;

- N1 Although the Parkway is to be developed for human use, the natural environment shall be protected, preserved and enhanced to the fullest extent possible, especially large aggregations of riparian vegetation and wildlife.*
- N2 Public access in Nature Study Areas may be limited if access negatively affects a habitat restoration project or a listed threatened or endangered species.*
- N3 Development within the Parkway, including trails and road, signs and structures, shall be designed to minimize impact to native vegetation*
- E1 Reduce indiscriminate foot and bicycle traffic on levee slopes by providing trails, fencing and signage to channel traffic to key points.*
- E2 Avoid use of soil sterilizers or herbicides over large areas as this would encourage surface erosion.*
- E3 Indigenous grasses and other native vegetation should be used to stabilize the soil and reduce rain water runoff*
- E4 Close portions of the Parkway as needed to restore eroded areas.*
- R1 Recreational activities which are hazardous or incompatible with Parkway natural habitat and uses, or detrimental to adjacent and surrounding habitat are prohibited.*

The Parkway Plan EIR concluded that, depending on the location and scope of some projects, impacts could occur to riparian heritage trees; nesting raptors such as Swainson's hawk; the Valley Elderberry Beetle (VELB); impacts to Shaded Riverine Habitat resulting from vegetation and tree removal and indirect impacts to sensitive fish species from sedimentation and erosion. Mitigation Measures were proposed in the Parkway Plan EIR to reduce these impacts. However, the proposed Central Pocket Levee Trail Segment does not include removal of any vegetation and the levee crown, periodically used as an access road, is not considered to be a habitat area.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would not create a potential health hazard, or produce or dispose of materials that would pose a hazard to plant or animal populations in the area. No suitable habitats for sensitive plants were observed and sensitive plant species exist within the project limits since the project site is a levee crown currently used as a maintenance road. For example, the project footprint is currently a gravel road and no plant species such as blue elderberry bushes or special status plant species are evident. Therefore, no impacts to VELB or sensitive plant species would occur.

Additionally, no direct impact to aquatic species would occur insofar as the project footprint involves only the levee crown. Indirect impacts to aquatic species could occur if sedimentation and erosion occurs during construction that would alter the river's water quality. The City requires implementation of all best management practices for erosion and sediment control on all projects as part of the requirements of the City's National Pollution Discharge Elimination System Permit (NPDES). (See also the Hydrology and Water Quality Section for more information on erosion and sediment control). As such, no additional significant indirect effects to water quality in the river and sensitive aquatic species are anticipated.

Relative to wildlife, there is a remote chance that some sensitive wildlife species could be present in the general vicinity during construction of the proposed project. The most likely effects would be disturbance of nesting birds including raptors such as the Swainson's Hawk and white-tailed kite. The Sacramento River Parkway Plan EIR included mitigation measures for the sensitive species most likely to occur. However, the SAFCA Levee Certification Project will involve removal of existing trees and vegetation. If needed, pre-construction surveys for bird nests and the associated mitigation measures if such nest exist within a ½ mile of the project site would reduce impacts to less-than-significant.

Question B

The proposed project would not result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animals. As noted above in Question A, the project site is an unpaved maintenance road with no significant or critical habitat present in the project footprint. The construction staging area is the existing Garcia Bend Park. Therefore, no reduction of habitat is anticipated to result from construction of the project. Once operational, the project would allow bicycle and pedestrian traffic on the levee crown. There is a possibility that some persons could attempt to walk down the riverside of the levee, although the SAFCA project intends to install bank stabilization and native re-vegetation which would make accessing the river bank difficult. Relative to the effects of pedestrian and bicycle traffic on the habitat of the water side of the levee, it is estimated that effects would be similar to other areas of the Sacramento River Bike Trail in the Pocket. For example, south of Garcia Bend Park, the levee trail supports bike and pedestrian traffic and sustainable habitat. Therefore, impacts are less-than-significant.

The Parkway Plan EIR included mitigation measures to reduce the impact to riparian and shaded riverine areas by reducing the removal of trees and vegetation. Since this project does not remove any vegetation or trees, these impacts would not occur at a project level, and the related mitigation measures do not apply to the proposed project.

Question C

All work would occur outside the Sacramento River; therefore, no impacts to jurisdictional waters of the federal or state are anticipated. No vegetation removal is required to pave the levee crown. The project does not require the removal of any trees for the trail or for construction staging areas. There are however trees adjacent to the project footprint. In accordance with City policies, all construction work will stay at least 15 feet away from trees that meet the City's requirements as a protected tree to avoid soil compaction and trunk damage. The proposed project will have a less than significant impact on the adjacent jurisdictional waters and protected trees.

ADDITIONAL MITIGATION MEASURES

No additional mitigation measures, beyond those already applicable to the project which were in the Sacramento River Parkway Plan EIR, are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Biological Resources.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>3. CULTURAL RESOURCES AND TRIBAL RESOURCES</p> <p>Would the project:</p> <p>A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?</p>			X
<p>B) Directly or indirectly destroy a unique paleontological resource?</p>			X
<p>C) Disturb any human remains?</p>			X
<p>D) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision © of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>			X

ENVIRONMENTAL SETTING

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2035 General Plan Background Report, are located within close proximity to the Sacramento and American Rivers and other watercourses.

The 2035 General Plan Master EIR Background Report Figure 6.4.1, Archaeological Sensitivity, shows the project area and the Sacramento River area in general as a “high sensitivity area” for cultural and archeological resources. The Background Report summarizes this designation and states:

“High sensitivity areas are those known to have recorded prehistoric period archeological resources present. To protect the precise locations of known resources, these zones have been generalized. The types of prehistoric sites recorded in the Policy Area include large village mounds, small villages, and campsites. The sites contain midden (cultural deposit), Native American inhumations, artifacts [chipped stone (projectile points, scrapers) ground stone (bowl mortars, pestles, metates, manos, charmstones, beads, pipes), bone artifacts (awls, ornaments, needles, hairpins, whistles, pendants), antler artifacts (flakers), baked clay, and shell artifacts (ornaments and beads)], and other materials from occupation including shell, animal bone, and charcoal.”

Also, as noted in the project description, the proposed project cannot be implemented until the approved SAFCA Levee Certification Project is completed. It is anticipated that the SAFCA project will disturb any buried artifacts. The depth of the proposed trail project excavation would be at most 2 feet. Therefore, it is highly unlikely that the paving of the levee crown would reveal or damage buried archeological or cultural resources.

The project is located in the Pocket area of Sacramento which is largely urbanized area. Urbanization predominantly occurred after the 1970, and as such there are relatively few historic resources. There are no local, state or national historic districts in the project area. There is one historic resource that falls within the project area known as Resource P-34-12-H which is a residence at 7250 Pocket Road (APN 031-086-0004-0000).^a According to the SAFCA Levee Certification Project DEIR, “P-34-12-H is only visible from the levee. It is a residence constructed between 1900 and 1910. The Peak and Associates (1988) evaluation report recommended that the residence was eligible for the NRHP under NRHP/CRHR Criterion C/3 as an important example of early 20th century architecture (California Department of Parks and Recreation [State Parks] 1988). This residence is a wood frame building with a rectangular plan. It is two stories with clapboard siding and wood frame windows. Based on encroachment studies there is an outbuilding close to the levee, but it is not visible from the public right-of-way. For the purposes of the SAFCA study, AECOM revisited the property to assess its current condition. The property appears unchanged and the recommendation of eligibility remains valid. The resource is also considered an historical resource for the purposes of CEQA. The outbuilding was not visible but is not likely to be eligible or to add to the significance of the residence.” The property lies outside of the proposed project footprint and would not be directly affected by the proposed project.

REGULATORY SETTING

State

California Environmental Quality Act — Statute and Guidelines. CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in Public Resources Code (PRC) 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of

^a SAFCA North Sacramento Streams, Sacramento River East Levee, Lower American River, and Related Flood Improvements Project DEIR, page 4-7-12.

the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

California Public Resources Code Section 5024. PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if construction and/or implementation of the proposed project would result in one or more of the following:

1. Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
2. Directly or indirectly destroy a unique paleontological resource; or
3. A substantial adverse change in the significance of such resources.
4. Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074. For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of new development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4. Because the proposed trail project will not

impact any prehistoric and historic resources, due to the disturbance caused by the SAFCA project and the limited depth of excavation, there are no impacts or mitigation measures relative to such resources discussed in the Master EIR that are relevant to the proposed project.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR AND MITIGATION MEASURES APPLICABLE TO THE PROJECT

The Sacramento River Parkway Plan EIR determined that implementation of the Parkway Projects could result in impacts to historic and cultural resources. The Parkway Plan includes the following mitigation measures which are applicable to all Parkway development projects.

Sacramento River Parkway Plan Mitigation Measure 6.8-1 Prehistoric Resources

The following mitigation measure should be applied to all Parkway development projects at the project specific environmental review level in order to reduce the potential impact to prehistoric resources to a less-than-significant level.

1. A qualified archeologist shall be retained by the project sponsor to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed.
2. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Sacramento River Parkway Plan Mitigation Measure 6.8-2 Historic/Cultural Resources

The following mitigation measure should be applied to all Parkway development projects at the project specific environmental review level in order to reduce the potential impact to historic resources to a less-than-significant level.

1. A qualified archeologist shall be retained by the project sponsor to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed.
2. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

ANSWERS TO CHECKLIST QUESTIONS

Question A thru D

It is not anticipated that the proposed project would cause a substantial adverse change in the

significance of a historical or archaeological resource as defined in § 15064.5 or encounter human remains. The proposed project involves the paving of a portion of an existing levee maintenance road to allow a smooth surface for bicycle and pedestrian use. The amount of subsurface excavation would be minimal and generally related to grading to maintain a smooth surface for paving. No known cultural or historic resources are located within the project footprint that would be affected by the project. Although unlikely, if sub-surface buried or cultural effects are unearthed during construction, the Parkway Plan EIR requires that all Parkway Projects implement Parkway Plan EIR mitigation Measure 6.8-1 and 6.8-2 (above) which requires monitoring by a qualified archeologist during construction. The project is required to comply with mitigation measures 6.8.1 and 6.8.2, and as such, any potential impacts are less-than-significant.

ADDITIONAL MITIGATION MEASURES

Parkway Plan EIR Mitigation Measures 6.8-1 and 6.8.2 applies to the project. No additional project specific impacts or mitigation measures have been identified.

FINDINGS

The project would have no new or additional project-specific environmental effects relating to Cultural Resources which were not adequately analyzed in the Parkway Plan EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>5. <u>GEOLOGY AND SOILS</u></p> <p>Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?</p>			X

ENVIRONMENTAL SETTING

The project site is located on an elevated levee along the Sacramento River in the Pocket area of the City of Sacramento. In general levees are constructed of imported or native earthen materials. As noted in the project description, the proposed project would not be constructed until after the Sacramento Area Flood Control Agency (SAFCA) completes levee stabilization and seepage control improvements on the levee.

Soils in the project area are largely of the Valpac series. The Valpac series consists of very deep, somewhat poorly drained soils formed in alluvium derived from mixed rocks. Valpac soils are on natural levees of high flood plains. Slopes are 0 to 2 percent. The soil type is not known to be highly expansive.

There are no known active faults within the greater Sacramento region. Faults located closest to the urbanized area of Sacramento are the Bear Mountain and New Melones faults to the east, and the Midland Fault to the west. The Bear Mountains fault is the westerly-most fault within the Foothills fault zone, which consists of numerous northwesterly trending faults along the western edge of the Sierra Nevada. The Foothills fault zone is generally bounded by the Bear Mountains and New Melones fault zones. The Sacramento region has experienced ground-shaking originating from faults in the Foothills fault zone. In addition, another possible fault lies northwest of Sacramento called the Dunnigan Hills fault.

Since previously identified fault lines are not within or near the project area, the possibility of fault rupture is negligible within the site, but in the event of an earthquake on a nearby fault, the project site could experience ground shaking. The California Geological Survey (CGS) probabilistic seismic hazards maps shows that the seismic ground-shaking hazard for the city is relatively low, and is among the lowest in the State.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

SUMMARY OF ANALYSIS UNDER THE SACRAMENTO RIVER PARKWAY PLAN EIR

The Sacramento River Parkway Plan EIR reviewed risks related to seismic hazards, soil stability, erosion and other geologic hazards and determined that impacts would be less than significant based on existing State and local regulations.

ANSWERS TO CHECKLIST QUESTIONS

The proposed project is not located in an area subject to unusual geologic or seismic hazards. Seismic risks in the area are generally considered low by the California Geologic Survey Probabilistic Seismic Hazard Assessment Map. Due to the low probability of ground shaking affecting the area, the possibility of seismic-induced ground failure is also low. Soils in the area are not considered highly expansive and the proposed trail would be constructed on level terrain. No significant or unusual geologic or seismic risks are expected.

MITIGATION MEASURES

None Required.

Findings

The project would have no additional project-specific environmental effects relating to Geology and Soils.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

ENVIRONMENTAL AND REGULATORY SETTING

Federal Hazardous Materials Regulations

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA, commonly referred to as Superfund, was enacted on December 11, 1980. The purpose of CERCLA was to provide authorities the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at such sites, and established a trust fund to provide for cleanup when no responsible party could be identified. In addition, CERCLA provided for the revision and republishing of the National Contingency Plan (NCP) that provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also provides for the National Priorities List (NPL), a list of national priorities among releases or threatened releases throughout the United States for the purpose of taking remedial action.

Superfund Amendments and Reauthorization Act (SARA)

amended CERCLA on October 17, 1986. This amendment increased the size of the Hazardous Response Trust Fund to \$8.5 billion, expanded EPA's response authority, strengthened enforcement activities at Superfund sites; and broadened the application of the law to include federal facilities. In addition, new provisions were added to the law that dealt with emergency planning and community right to know. SARA also required EPA to revise the Hazard Ranking System (HRS) to ensure that the HRS accurately assesses the relative degree of risk to human health and the environment posed by sites and facilities subject to review for listing on the NPL.

Resource Conservation and Recovery Act of 1976 (RCRA) as amended by the Solid Waste Disposal Act of 1980 (HSWA), the Hazardous Waste and Solid Waste Amendments of 1984.

RCRA is the nation's hazardous waste control law. It defines hazardous waste, provides for a cradle-to-grave tracking system and imposes stringent requirements on treatment, storage and disposal facilities. RCRA requires environmentally sound closure of hazardous waste management units at treatment, storage, and disposal facilities. The U.S. Environmental Protection Agency is the principal agency responsible for the administration of RCRA, SARA, and CERCLA.

State Hazardous Materials Regulations and Agencies

Hazardous Substance Account Act (1984), California Health and Safety Code Section 25300 et seq. (HSAA).

This act, known as the California Superfund, has three purposes: 1) to respond to releases of hazardous substances; 2) to compensate for damages caused by such releases; and 3) to pay the state's 10% share in CERCLA cleanups. Contaminated sites that fail to score above a certain threshold level in the Environmental Protection Agency's (EPA's) ranking system may be placed on the State Superfund list of hazardous wastes requiring cleanup.

The Department of Toxic Substance Control (DTSC) within the California Environmental Protection Agency (Cal/EPA) has regulatory responsibility under 22 CCR for the administration of the state and federal Superfund programs for the management and cleanup of hazardous materials. The enforcement of regulations administered by DTSC has been delegated locally to Sacramento County Environmental Management Department (SCEMD).

The State Water Resources Control Board, acting through the Central Valley Regional Water Quality Control Board (CVRWQCB), regulates surface and groundwater quality pursuant to the Porter-Cologne Water Quality Act, the federal Clean Water Act, and the Underground Tank Law. Under these laws, CVRWQCB is authorized to supervise the cleanup of hazardous wastes sites referred to it by local agencies in those situations where water quality may be affected. Depending on the nature of contamination, the lead agency responsible for the regulation of hazardous materials at the site can be the DTSC, CVRWQCB, or both. DTSC evaluates contaminated sites to ascertain risks to human health and the environment. Sites can be ranked by DTSC or referred for evaluation by the CVRWQCB. In general, contamination affecting soil and groundwater is handled by CVRWQCB and contamination of soils is handled by DTSC.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

Local SMAQMD Rule 902 and Commercial Structures

Federal regulations and regulations adopted by the Sacramento Metropolitan Air Quality Management District (SMAQMD) apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law. The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or

- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- the structure is otherwise exempt from the rule, or
- any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the AQMD.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.6. The levee soil is not considered hazardous material.

SUMMARY OF ANALYSIS IN THE SACRAMENTO RIVER PARKWAY PLAN EIR AND APPLICABLE PARKWAY PLAN POLICIES

The Parkway Plan EIR found that the Parkway Project would have less-than-significant effects related to hazardous materials and related hazards. No mitigation measures were required.

ANSWERS TO CHECKLIST QUESTIONS

Question A

It is highly unlikely that during construction the project would expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities. No known contaminated sites were identified within 1 mile of the site. Levee and levee road improvements over the years were conducted by SAFCA and the CVFPB and these improvements require the use of clean imported soil. Excavation for the improvements will be shallow

(approximately 6”) and limited to that necessary create a level surface to apply the base and asphalt paving. No significant project related impacts related to exposure to soil contamination are anticipated.

Question B

The project will not expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials such as lead-based paints. The project does not require the demolition or alteration of any structures and as such exposure to asbestos or other hazardous construction materials will not occur. There are no naturally occurring asbestos soils in the Pocket area of Sacramento. No impact.

Question C

The project site is an elevated levee crown. Paving of the levee trail therefore will not require de-watering of contaminated groundwater. Therefore, people (e.g., residents, pedestrians, construction workers) would not be exposed to any existing contaminated groundwater. No impact.

ADDITIONAL MITIGATION MEASURES

No additional project specific impacts were identified which require mitigation.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>7. HYDROLOGY AND WATER QUALITY Would the project:</p> <p>A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?</p>			X
<p>B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?</p>			X

ENVIRONMENTAL SETTING

The project site is located in the Pocket area of the City of Sacramento along the Sacramento River. The Sacramento River is the largest river in California and has a total drainage area of approximately 26,300 square miles. The regulation of flow in the Sacramento River is primarily controlled by Shasta Dam, located approximately 310 miles upstream of the confluence of the American and Sacramento Rivers. Flows in the American River, which contribute to the Sacramento River flow, are regulated by Folsom Dam—located approximately 29 miles upstream of the confluence of the American and Sacramento Rivers. The Sacramento River and its tributary channels beneficial uses are municipal and domestic supply, agriculture, industry, recreation, freshwater habitats (migration and spawning of fish), and wildlife habitat according to the Basin Plan for the Sacramento River and San Joaquin River Basins (California Regional Water Quality Control Board, 2016).

Ground Water Resources

The aquifer system underlying the Sacramento is part of the larger Central Valley groundwater basin. The Sacramento, American, and Cosumnes Rivers are the main surface water tributaries that drain much of Sacramento and recharge the aquifer system.

Water Quality

The Sacramento River water is considered to be of good quality, although higher sediment loads and extensive irrigated agriculture upstream of Sacramento tend to degrade the water quality. During the spring and fall, irrigation tailwaters are discharged into drainage canals that flow to the river. In the winter, runoff flows over these same areas. In both instances, flows are highly turbid and introduce large amounts of herbicides and pesticides into the drainage canals, particularly rice field herbicides in May and June. The aesthetic quality of the river is changed from relatively clear to turbid from irrigation discharges.

REGULATORY ENVIRONMENT

Federal Regulations

Surface Water Quality. Water quality objectives for all waters of the United States (including the Sacramento River) are established under applicable provisions of section 303 of the federal Clean Water Act (CWA). The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a NPDES permit.

National Pollutant Discharge Elimination System Permits (NPDES). The NPDES permit system was established in the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants. The CWA was amended in 1987 to require NPDES permits for non-point sources (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the “maximum extent practicable” through the use of structural and non-structural Best Management Practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures (label storm drain inlets as to impacts of dumping on receiving waters) and structural measures (filter strips, grass swales and detention ponds).

State Regulations

Surface Water Quality. The State Water Resources Control Board (SWRCB) and CVRWQCB have established water quality standards that are required by section 303 of the CWA and the Porter-Cologne Water Quality Control Act. The Porter-Cologne Act states that basin plans consist of beneficial uses, water quality objectives, and a program of implementation for achieving water quality. The Water Quality Control Plan, or Basin Plan, prepared by the CVRWQCB, has established water quality numerical and narrative standards and objectives for rivers and their tributaries within its jurisdiction. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria, such as EPA water quality criteria developed under section 304(a) of the CWA apply.

Sacramento and San Joaquin River Water Quality Control Plan. Because the portion of the Sacramento River beginning at the "I" Street Bridge is considered part of the Delta and historically was part of a larger estuary system associated with the Delta, water quality criteria for the Delta is applicable to this portion of the Policy Area. However, monitoring and enforcement of water quality objectives for the Sacramento River is the responsibility of the CVRWQCB according to objectives identified in a plan developed Sacramento River are specified in the *Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin* (Basin Plan) prepared by the CVRWQCB in compliance with the federal CWA and the California Water Code (Section 13240).³⁵ The Basin Plan establishes water quality objectives, and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Sacramento-San Joaquin River Basin. Because the City of Sacramento and the Policy Area are located within the CVRWQCB's jurisdiction, all discharges to surface water or groundwater are subject to the Basin Plan requirements.

Construction Site Runoff Management. In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting one acre or more must obtain a General Construction Activity Stormwater Permit (General Permit). The first General Permit was issued in 1992. General Permit applicants are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) which includes implementing BMPs to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs included in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the City's drainage system or receiving waters.

Regional

The Sacramento Area Flood Control Agency (SAFCA) was created to work with the U.S. Army Corps of Engineers (USACE), the California Reclamation Board known today as the Central Valley Flood Protection Board (CVFPB), and the California Department of Water Resources (DWR) to plan and implement appropriate responses to the vulnerabilities exposed by a record flood that occurred in 1986. In response, the City of Sacramento, the County of Sacramento, the County of Sutter, the American River Flood Control District and Reclamation District No. 1000 created SAFCA through a Joint Exercise of Powers Agreement to provide the Sacramento region with increased flood protection along the American and Sacramento Rivers. The North Sacramento Streams, Sacramento River East Levee, Lower American River and Related Flood Improvements Project EIR (2015) examined the environmental impacts of approximately 6 miles of the Sacramento River East Levee, including the Little Pocket and Pocket areas that require substantial work to address seepage and meet embankment and foundation stability requirements; mitigate approximately 3,000 feet (approximately 0.6 mile) of erosion at several sites on the Sacramento River East Levee; and remove high-hazard encroachments and vegetation that threaten levee integrity and to allow accreditation of the levee.

Local

Stormwater Quality/Urban Runoff Management. Sacramento County Water Agency, City of Sacramento, City of Folsom, and the City of Galt have a joint NPDES permit (No. CAS082597) that was granted in December 2002. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. The permit is intended to implement the Basin Plan. The Sacramento Stormwater Quality Improvement Plan (SQIP) provides a comprehensive plan to direct the City's Stormwater Management Program (SWMP) priorities and activities including program management, target pollutant reduction strategy, monitoring program, program element implementation (i.e., industrial, municipal, construction, public education and outreach elements), and program evaluation.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts

that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

- substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the Specific Plan or
- substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

SACRAMENTO RIVER PARKWAY PLAN EIR AND APPLICABLE PARKWAY PLAN MITIGATION MEASURES

Sacramento River Parkway Plan policies E1, E2, E3 and E4 are designed to reduce the potential for erosion and run-off on trails and public areas within the parkway. In addition, the Parkway Plan EIR adopted the following mitigation measures applicable to the project:

6.6-1 FOR MITIGATION RUN-OFF AND EROSION CONTROL FOR PUBLIC ACCESS ROUTES AND PARKING

The following program level mitigation measures are standard procedures for reducing runoff and erosion which may be applied as appropriate to most facility developments. Once designs are developed for each facility, detailed project specific environmental review may identify refinements or additions to these mitigations based on the specifics of the project.

1. To the extent possible, use indigenous plants to landscape new and/or enlarged parking facilities and create a vegetation buffer to collect and treat such parking lot runoff before it enters the river.
2. For new parking lot areas or large impervious surface areas, incorporate into the drainage plan inlet catch-basins containing grease/sediment traps.
3. For new parking lot areas or large impervious surface areas, implement a parking lot cleaning and maintenance program designed to minimized the introduction of toxic materials into the Sacramento River from parking lot runoff. Instruct maintenance personnel to promptly clean any oil/grease or other toxic deposits discovered on the premises.
4. Require erosion control and on-going maintenance in order to prevent and repair damage and erosion caused by use. Implement trail maintenance and erosion control measures and monitor for effectiveness.

5. Implement landscape maintenance program to integrate Best Management Practices which eliminate, reduce and minimize the use of pesticides and herbicides which contribute to non-point source pollution.

6.6-2 MITIGATION FOR CONSTRUCTION WATER QUALITY IMPACTS The following mitigation measure will reduce program level impacts to a less-than-significant level:

1. Restrict any construction grading to the dry season between May 1 and September 30.
2. All construction activities shall be done in accordance with the City's Grading, Erosion and Sediment Control (GESC) Ordinance 93-068 and shall include grading techniques which control excessive runoff during construction.
3. Dust and soil erosion control measures shall be implemented during the construction phase of the proposed project. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:
 - a. watering exposed soils;
 - b. covering exposed soils with straw or other materials;
 - c. Adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
 - d. Covering trucks containing loose and dry soil;
 - e. Providing interim drainage measures during the construction period.
4. In non-pavement areas, any vegetation covered or removed during construction (including slope protection) should be replanted following construction.
5. Depending upon the magnitude and location of individual Parkway projects, consideration should be given to installation of a silt curtain during construction of the slope protection in order to minimize increases in turbidity resulting from construction activities in the water.
6. All construction materials which have the potential to contaminate the riparian habitat-- such as fuels, paints, solvents, cement additives--should be identified in advance of construction. A plan should be provided by each contractor using such materials covering storage, use and clean up for all such materials. An emergency response plan should be provided by the lead contractor or
7. supervising agency to cover spills of such materials.
8. Post construction BMP's as approved by the Department of Utilities for the long-term enhancement of stormwater run-off shall be implemented.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would disturb approximately 3.6 acres of soil. Construction activities would not substantially degrade water quality and would not violate any water quality objectives of the State Water Resources Control Board. Due to the shallow depth of project-related excavation, the proposed project is not expected to encounter groundwater; therefore, dewatering is not anticipated. In accordance with the City's NPDES permit requirements, the project will be required to employ best management practices (BMPs) to prevent sediment and other contaminants generated by construction from impacting the river. The project is required to comply with Parkway Plan EIR Measures 6.6-1 and 6.6-2 which reduces impacts to a less-than-significant level.

Question B

The project is located within the Federal Emergency Management Agency (FEMA) Zone AE within the Sacramento River, which represents areas located within a designated floodway with a 1% annual chance of flooding. The project area is also within Shaded Zone X, which represents areas of 0.2% annual chance flood; areas of 1% annual change flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood (as shown on the Flood Insurance Rate Map in Appendix D). A CVFPB floodplain encroachment permit will be obtained prior to construction for activities that occur within the designated floodway. Consultation with SAFCA and Department of Water Resources will also occur throughout final design to coordinate the timing of construction of the multi-use trail to occur after the planned levee improvements. The proposed project would not entail construction of housing, and thus would not involve the placement of housing within the mapped 100-year flood hazard area. Similarly, the proposed project does not introduce structures or fences which would impede floodways. The proposed project would have a less than significant impact to the existing 100-year floodplain.

ADDITIONAL MITIGATION MEASURES

No additional mitigation beyond those required by the Parkway Plan EIR are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to hydrology and water quality which were not adequately addressed in the Sacramento River Parkway Plan EIR.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>8. <u>NOISE</u></p> <p>Would the project:</p> <p>A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?</p>			X
<p>B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?</p>			X
<p>C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?</p>			X
<p>D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?</p>			X
<p>E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?</p>			X
<p>F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?</p>			X

ENVIRONMENTAL SETTING

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

Sources of noise in the project area include noise from roadways such as Pocket Road and Interstate 5. The project site lies outside of the noise contours of Interstate 5, and thus, noise in the area is primarily related to Pocket Road and local streets. In general, the project area is a relatively quiet suburban setting. The vicinity of the project area is most similar to that of “normal suburban residential urban,” and “normal urban residential.” Normal suburban residential urban areas have a typical noise level of 50-55 dBA while Normal Urban Residential has a typical noise level of 60 dBA (City of Sacramento, 2015).

Construction Noise Environment

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in Table 2, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 2: CONSTRUCTION EQUIPMENT NOISE	
Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Paver	77
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

Construction Vibration Environment

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading occur. Table 3 shows the typical vibration levels produced by construction equipment.

TABLE 3: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT			
Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

City of Sacramento General Plan

The Noise Element of the City’s General Plan identifies noise and land use compatibility standards for various land uses. The City’s goal is to “minimize noise impacts on human activity to ensure the health and safety of the community.” Table EC-1 of the Noise Element sets forth the Exterior Noise Compatibility Standards for Various Land Uses. Land uses adjacent to the trails include single family homes for which the highest level of noise exposure considered normally acceptable by the City is 60 dBA set by the noise element.

City of Sacramento Municipal Code

The City of Sacramento Municipal Code, Section 8.68.060 establishes and allowable exterior noise level limit of 55 dBA L50 and 75 dBA Lmax during daytime (7:00 a.m. to 10:00 p.m.) hours and 50 dBA L50 and 70 dBA Lmax during nighttime (10:00 p.m. to 7:00 a.m.) for sources of noise which occur for more than 30 minutes per hour (L50).

If the existing ambient noise level exceeds the 50/55 dBA L50 standard the allowable limit is increased in five dBA increments to encompass the ambient noise level. If the existing ambient noise level exceeds the 70/75 dBA Lmax noise standard, the limit becomes the measured Lmax existing ambient noise level. For example, if measured existing ambient daytime noise levels are 57 dBA L50 and 77 dBA Lmax, the noise ordinance limits would be 60 dBA L50 and 77 dBA Lmax.

Section 8.68.080.D, Exemptions, exempts from the Noise Ordinance standards those noise sources due to the erection (including excavation), demolition, alteration, or repair of any building or structure between the hours of 7 a.m. and 6 p.m., on Monday through Saturday, and between 9 a.m. and 6 p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order.

Criteria for Acceptable Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 4 which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 4 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.2 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 4: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS			
Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.			

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of general plan policies:

- result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project’s noise level increases;
- result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the project;
- result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for new development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The proposed project will not increase noise levels in the area above the standards of significance.

SUMMARY OF THE PARKWAY PLAN AND PARKWAY PLAN EIR AND MITIGATION MEASURES APPLICABLE TO THE PROJECT

The Sacramento River Parkway Plan determined that construction period impacts would be less-than-significant since such impacts are controlled by the City of Sacramento's Noise Ordinance. The Sacramento River Parkway Plan EIR determined that at a program level, some parkway projects could result in operational noise. To reduce noise levels, the EIR included the following mitigation measure:

6.4-1 NOISE GENERATION PROJECT SPECIFIC

1. Sound barriers (fencing and landscaping) shall be used, where feasible, to buffer residents from Parkway user noise. (However, note that such barriers are not permitted by CVFPB to be placed on the levee crown.)
2. All access points and the off-street trail system shall be closed to the public from sunset to sunrise to reduce evening noise.
3. Site off-street trails as far away from residential receivers as possible without impacting wildlife habitat value.

ANSWERS TO CHECKLIST QUESTIONS

Questions A, B and C

Operation of the project is not anticipated to increase exterior noise levels in the project area above 60 dBA or affect interior noise levels of the adjacent residences. The proposed levee trail would be open during the day to pedestrian and bicyclists. Noise generation from such uses is generally below 45 dBA which would not result in an increase in the acceptable exterior noise level of the adjacent residences which is 60 dBA. Acceptable interior noise levels are 45 dBA for single family homes. With windows open, some residents may hear human voices if trail users are speaking in louder tones; however, this would be intermittent and would be similar to typical noise levels generated by pedestrian or bike users on public streets in front of residences or the sound of neighbors hosting backyard events.

The project will generate some construction noise. Generally, noise levels at construction sites would vary from 55 dBA to a maximum of nearly 96 dBA when heavy equipment is used. Construction noise for this project would be intermittent, and noise levels would vary depending on the type of construction activity. For this project, lowest construction equipment-related noise levels would be 55 dBA at a distance of 50 ft for sound from a pick-up truck. Higher noise levels may result when a compactor or paver is used and noise levels may range from 77 to 83 dBA at a distance of 50 feet. Construction noise is regulated by the City of Sacramento. Construction activity

that occurs outside the exempt hours of the day (7am to 6pm from Monday through Saturday, and 9am to 6pm on Sundays) could result in noise that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard. The contractor would be required to comply with the noise ordinance during construction activities. Construction noise is exempt as long as there is compliance with the noise code requirements pursuant to the City Code Section 8.68.080. However, if construction activities generate noise in violation of the timeframes described above, the contractor will be required to obtain the proper variances as outlined in Sections 8.68.250 and 8.68.260. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with the City of Sacramento Codes and would be short term and intermittent.

Question D, E and F

During construction some ground-borne vibration may occur as a result of the use of heavy construction equipment. For residential uses vibration levels would be significant if they exceed vibration-peak-particle velocities greater than 0.5 inches per second. For historic buildings or archeological sites, vibration levels would be significant if they exceed vibration-peak-particle velocities greater than 0.2 inches per second. Table 3 (preceding) shows vibration levels associated with different types of construction equipment.

It is not anticipated that the vibration associated with construction activities would exceed 0.2 inches per second. Even if a high vibration compactor is used, most residences are more than 30 feet from the project site and vibration levels would not exceed 0.2 inches per second which is the most restrictive threshold for vibration applicable to historic structures and archeological sites. Construction period vibration impacts are less-than-significant.

ADDITIONAL MITIGATION MEASURES

No additional project specific mitigation measures are required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Noise.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>9. <u>PUBLIC SERVICES</u></p> <p>Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?</p>			X

ENVIRONMENTAL SETTING

The project site is located in the City of Sacramento which provides municipal services including fire and police protection to the Pocket area where the project is located. The Sacramento City Unified School District (SCUSD) provides schools and educational services to the Pocket area. The project does not increase population or housing which would require new levels of public services. The project would open up a section of the Sacramento River levee to bicycle and pedestrian access. As is the case with other sections of the Sacramento River Parkway trail, the new section would be maintained by the City of Sacramento, and patrolled by the City of Sacramento Park Rangers. Emergency services would be provided by the City of Sacramento Police Department and Fire Department.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. These include police, fire protection, schools, libraries and emergency services (Chapter 4.10).

The general plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the general plan would be less than significant.

SUMMARY OF ANALYSIS UNDER THE SACRAMENTO RIVER PARKWAY PLAN EIR

The Parkway Plan EIR determined that parkway projects would have a less-than significant effect on public services. The Parkway Plan EIR mitigation measures did however, require that the City create a Park Ranger program to patrol the Parkway Trail. The City has created and currently operates a Park Ranger program which will be responsible for patrolling the new trail segment proposed by this project.

ANSWERS TO CHECKLIST QUESTIONS

The project would not result in the need for new public services. The proposed project is consistent with the 2035 General Plan as the Sacramento River Parkway it will continue to be classified for recreational use.

The existing police and fire stations have a capacity to serve any project-related needs that may arise. In accordance with the Parkway Plan EIR, the City is required to assign Park Patrol Rangers to the new levee section for public safety. Park Patrol Rangers currently patrol the paved portion of the Sacramento levee trail which extends from Garcia Bend Park south to the city limits. Park Patrol Rangers would similarly be assigned to this section of the trail. Therefore, the proposed project would not result in an additional significant impact that was not addressed or considered in the Parkway Plan EIR.

ADDITIONAL MITIGATION MEASURES

None required.

FINDINGS

The project would have no project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. <u>RECREATION</u> Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The City of Sacramento provides parks and recreational services to the Pocket area where the project is located. The City’s Youth, Parks & Community Enrichment Department operates 226 parks and parkways totaling nearly 3,200 acres of land in the City of Sacramento. The proposed levee crown trail would begin at Garcia Bend Park which is operated by the City of Sacramento. Garcia Bend park includes soccer fields; tennis courts; picnic areas and group picnic areas; a boat ramp and boat trailer parking; restrooms; 190 off street parking spaces; and access to the Sacramento River Parkway trail and the Pocket Canal Trail. An existing portion of the Sacramento River Parkway Trail extends south along the River from Garcia Bend Park.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.9 of the Master EIR considered the effects of new development from the 2035 General Plan on the City’s existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1).

SUMMARY OF THE SACRAMENTO RIVER PARKWAY PLAN AND PARKWAY PLAN EIR

The project is consistent with the Sacramento River Parkway Plan which shows a levee top trail as a key component of the Sacramento River Parkway. The Parkway Plan EIR determined that impacts

to recreation would be less-than-significant, since the proposed project expands recreational use of the parkway.

ANSWERS TO CHECKLIST QUESTIONS

The project would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities. The project is part of a larger vision for the Sacramento River Parkway to fill intermittent gaps and complete a multi-use trail along the riverfront. Therefore, the proposed project would not result in additional significant impacts on recreation that were not addressed or considered in the Sacramento River Parkway Plan EIR.

ADDITIONAL MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
<p>11. <u>TRANSPORTATION AND CIRCULATION</u> Would the project:</p> <p>A) Roadway segments: degrade peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.</p>			X
<p>B) Intersections: degrade peak period level of service from A, B, C or D (without project) to E or F (with project) or the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.?</p>			X
<p>C) Freeway facilities: off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway; project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service; project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or the expected ramp queue is greater than the storage capacity?</p>			X
<p>D) Transit: adversely affect public transit operations or fail to adequately provide for access to public transit?</p>			X
<p>E) Bicycle facilities: adversely affect bicycle travel, bicycle paths or fail to adequately provide for access by bicycle?</p>			X
<p>F) Pedestrian: adversely affect pedestrian travel, pedestrian paths or fail to adequately provide for access by pedestrians?</p>			X

ENVIRONMENTAL SETTING

The proposed project is located in the Pocket area of the City of Sacramento. Interstate 5 provides the most direct freeway access to the Pocket area. Major arterials in the Pocket include Riverside Boulevard, Pocket Road, and Gloria Drive. Pocket Road provides the access to Garcia Bend Park which is the southern extreme of the proposed project. Garcia Bend Park is the most logical access point for most users of the proposed parkway segment. Garcia Bend Park provides off-street parking areas, and connects with the existing southern portion of the paved Sacramento River Parkway Trail. The 2035 General Plan MEIR (Exhibit 4.12-3) shows that Pocket Road, which serves the project, operates at Level of Service A.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the Proposed Project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the General Plan MEIR:

Roadway Segments

- A) the traffic generated by a project degrades peak period Level of Service (LOS) from A, B, C or D (without the project) to E or F (with project) or
- B) the LOS (without project) is E or F, and project generated traffic increases the Volume to Capacity Ratio (V/C ratio) by 0.02 or more.

Intersections

- the traffic generated by a project degrades peak period level of service from A, B, C or D (without project) to E or F (with project) or
- the LOS (without project) is E or F, and project generated traffic increases the peak period average vehicle delay by five seconds or more.

Freeway Facilities

Caltrans considers the following to be significant impacts.

- off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway;
- project traffic increases that cause any ramp's merge/diverge level of service to be worse than the freeway's level of service;
- project traffic increases that cause the freeway level of service to deteriorate beyond level of service threshold defined in the Caltrans Route Concept Report for the facility; or
- the expected ramp queue is greater than the storage capacity.

Transit

- adversely affect public transit operations or
- fail to adequately provide for access to public transit.

Bicycle Facilities

- adversely affect bicycle travel, bicycle paths or
- fail to adequately provide for access by bicycle.

Pedestrian Circulation

- adversely affect pedestrian travel, pedestrian paths or
- fail to adequately provide for access by pedestrians.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. The analysis included consideration of roadway capacity and identification of levels of service, and effects of the 2035 General Plan on the public transportation system. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), identification of level of service standards (Policy M 1.2.2), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

SUMMARY OF ANALYSIS UNDER THE SACRAMENTO RIVER PARKWAY PLAN EIR AND APPLICABLE PARKWAY PLAN MITIGATION MEASURES

The Parkway Plan EIR determined that implementation of the Parkway Plan would have a less-than significant effect on local circulation insofar as the emphasis of the plan is on pedestrian and bicycle access. The Plan also includes a number of policies regarding circulation and access. These are:

G6 The Parkway shall be protected from injurious or incompatible elements associated with adjacent land uses.

G7 Land adjacent to the Parkway shall be protected from injurious or incompatible elements associated with Parkway land uses.

R2 "Recreation Area " activities and facilities shall be accommodated only at designated locations which afford minimal conflict with adjacent land uses, natural and cultural resources.

R3 Recreational activities which are hazardous or incompatible with Parkway natural habitat and uses, or detrimental to adjacent and surrounding habitat are prohibited.

R4 All recreational development including trails, signs, structures and fences shall be constructed to prevent erosion, protect the structural integrity of the levee and to

blend harmoniously with the surrounding landscape.

R5 Bicycle use shall be restricted exclusively to designated bikeways, roadways and parking lots.

The Parkway Plan EIR also determined that the Parkway Plan included a number of policies related to trails that would reduce the impact of trails. However, the Parkway Plan did identify the need for mitigation in areas where the trail is located close to residences. The following mitigation measures were adopted in the Parkway Plan:

MITIGATION MEASURES 6.9-1 PUBLIC SAFETY AND SECURITY OF PRIVATE PROPERTY

1. Prior to construction of the off-street trail section between Captain's Table and the Pocket Canal, a secure source of funding for Safety Officer Patrols, including bicycle patrol shall be in place for the Parkway. The number of officers and response times shall be meet industry standards for similar recreational trails.
2. Prior to implementation of new portions of the trail or bikeway, the policies and mitigation measures of the recently adopted 2010 Bikeway Master Plan shall be incorporated into the design. These policies include:

When necessary to prevent trespassing and to protect adjacent property, trail corridors shall be fenced at the time the project is developed (Chapter 3, Page 7, 2010 Bikeway Master Plan)

Recognize private property rights and the safety of bicyclists when locating off-street bikeways (Chapter 5, Page 9, 2010 Bikeways Master Plan).

MITIGATION MEASURE 6.9.3 TRAIL USER EXPOSURE TO HAZARDS

1. Prior to construction of the off-street trail section between Captain's Table and the Pocket Canal, a secure source of funding for Safety Officer Patrols, including bicycle patrol, shall be in place for the Parkway. The number of officers and response times shall be meet industry standards for similar recreational trails.
2. Prior to opening new sections of the parkway for public use, all reasonable steps shall be taken to prohibit unauthorized public entry into unsafe, undeveloped areas. This shall include the identification of site-specific signage, fencing, security patrols to increase safety.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

The proposed project is an extension of an existing pedestrian and bicycle trail. Long-term vehicle traffic operations and access to public transit would not be impacted by the proposed project. The proposed trail project is consistent with the existing land use designation in the 2035 General Plan and with the land use designation in the Pocket Community Plan, and consistent with the Bikeway Master Plan. Some trail users would be expected to utilize private vehicles to reach the trail. The

project would not, however, generate a substantial number of additional vehicle trips. Off-street parking for trail users is available at Garcia Bend Park which provides 190 off-street parking areas. Implementation of the project is not expected to increase vehicle trips to a level that would affect or change the level of service of local roadways or freeways. Similarly, the project is not expected to incrementally add to an adverse cumulative traffic condition. The project site is accessed by Riverside Boulevard and Pocket Road. Both roadways operate at Level of Service A. Project level impacts to roadways are less-than-significant.

Questions D through F

The proposed project would not adversely affect bicycle or pedestrian travel, bicycle paths or fail to adequately provide for access by pedestrian or bicycle. Rather the proposed project improves bicycle and pedestrian access in accordance with the 2035 General Plan, the Sacramento River Parkway Plan and the City's Bicycle Master Plan, which all designate a levee trail in the project area. The proposed project is required to comply with Parkway Plan EIR Mitigation Measures 6.9-1 and 6.9-3. These mitigation measures require that once the new trail segment is open to public use, the City will assign Park Patrol Rangers to patrol the trail segment and install appropriate signage to prevent unauthorized access onto private property or sensitive habitat areas.

The Pocket Area Transit Center operated by Regional Transit is located within 1.5 miles of Garcia Bend Park. The Transit Center connects multiple bus routes serving the region. All RT buses have capacity to carry 2 to 3 bicycles as part of RT's Bike and Ride program. It is not expected that opening the new trail segment would significantly increase demand for the RT Bike and Ride program such that transit operations would be impaired. Project level impacts to alternative transportation systems are less-than-significant.

ADDITIONAL MITIGATION MEASURES

No additional project specific impacts which require mitigation measures were identified.

FINDINGS

Parkway Plan EIR mitigation measures 6.9-1 and 6.9-2 apply to the project. With application of these mitigation measures. No additional project-specific environmental effects relating to Transportation and Circulation were identified.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

Existing utilities within the project limits include natural gas, electricity, water, sewer, and telecommunications service. Natural gas is provided by Pacific Gas and Electric Company (PG&E), Sacramento Municipal Utility District (SMUD) provides electricity, the City provides municipal water service, and wastewater collection (sewer) within the project area, and telecommunications services in the project area are provided by AT&T and Comcast. The drainage sump 132 pump station is also located within the project area and is the main drainage sump station in the Pocket area. The sump station is maintained by the City's Department of Utilities Maintenance and Operations.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered utility services beyond what was anticipated in the 2035 General Plan:

- result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments or
- require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR, INCLUDING CUMULATIVE IMPACTS, GROWTH INDUCING IMPACTS, AND IRREVERSIBLE SIGNIFICANT EFFECTS

The Master EIR evaluated the effects of new development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 6.11. The proposed project does not require any utility services for operation.

SUMMARY OF ANALYSIS UNDER THE SACRAMENTO RIVER PARKWAY PLAN EIR

The Sacramento River Parkway Plan EIR considered utilities and determined that implementation of the Plan and its components would have a less-than-significant effect on utilities.

ANSWERS TO CHECKLIST QUESTIONS

The proposed project would not create a demand for new utility facilities during construction or operation. During construction, the project would generate solid waste as a result of installation of the bike trail and removal of a limited amount of debris. Construction and demolition waste would be disposed of at a landfill based on market conditions and capacity. No utilities are expected to be removed or relocated within the project area, therefore no significant environmental effect will occur.

ADDITIONAL MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to utilities and services

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
14. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>			
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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
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.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

ANSWERS TO CHECKLIST QUESTIONS

Question A

The Parkway Plan EIR and the project-specific Initial Study determined that the proposed project would not degrade the quality of the environment to the extent that the habitat of a fish or wildlife species would drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. The project site is a gravel levee crown used as a maintenance road which is not vegetated. Indirect impacts during construction may disturb nesting birds such as the Swainson’s hawk, however, mitigation measures are included in the Parkway Plan EIR which reduce these impacts to less than significant. The proposed project is the levee crown. Although areas along the Sacramento River are sensitive for use by native populations and may contain cultural resources, the levee is imported earth which has been highly disturbed over the last century, it will be disturbed by the SAFCA Levee Certification Project, and excavation to build the trail will be shallow. Thus, it is highly unlikely that buried artifacts

may be uncovered during construction. The Parkway Plan EIR included mitigation measures which would ensure that any unearthed cultural or historic materials would be protected and impacts reduced to a less-than-significant level. The project is not expected to adversely affect or eliminate important examples of the major periods of California history or prehistory. The project includes very shallow excavation of an existing levee crown which has been routinely maintained for decades. Secondly, the project construction will occur after the SAFCA levee certification project is complete. This project will result in disturbance to the levee to accomplish levee stabilization improvements. The SAFCA Levee Certification Project EIR requires archeological monitoring during excavation and includes mitigation measures to address the discovery of any artifacts. The trail segment construction occurs after the SAFCA project is completed and also includes archeological monitors and mitigation measures from the Parkway Plan EIR to In the event any cultural artifacts during the trail construction.

Question B

The Parkway Plan EIR reviewed the cumulative effects of implementation of the Parkway Plan projects. The proposed trail section was included in the cumulative review of the Parkway Plan EIR and the project does not pose effects which would be cumulatively considerable. Since publication of the Parkway Plan EIR, the City has updated its General Plan which has allowed new growth in designated areas. The Pocket area where the project is located was substantially developed at the time the Parkway Plan EIR was conducted and relatively little growth has occurred or is planned in the Pocket Area which would change cumulative conditions along the Sacramento River or roadways serving the site. The project does not increase housing or population or provide new parking areas which would draw new traffic to the trail. In conclusion, given the limited growth which has occurred and is which planned to occur in the Pocket area, the project does not pose any incremental effects which would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The approved SAFCA Levee Certification Project will result in construction period disruption along most reaches of the Sacramento River levee in the City of Sacramento in order to ensure the integrity and safety of the levee to meet Federal Flood Insurance Requirements. The SAFCA project and the recommended levee bank restoration and revegetation work will be completed prior to commencement of the proposed project. The project will therefore not coincide with the SAFCA project or exacerbate construction period effects.

Question C

The Parkway Plan EIR and the project-specific Initial Study did not identify any substantial adverse effects on human beings, either directly or indirectly. There are no recognized hazardous waste sites in the project area, and the bike trail is a level surface following a relatively straight track. No hazardous curves are present or proposed. Air quality and noise assessments for the project indicate that the project would not exceed any thresholds (such as toxic air contaminants) which would affect human health.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Hazards
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Public Services
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation
<input type="checkbox"/> Energy and Mineral Resources	<input type="checkbox"/> Transportation/Circulation
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Utilities and Service Systems
<input type="checkbox"/> None Identified	

Mitigation Measures from the Parkway Plan EIR apply to this project which reduce all impacts to a less-than-significant level.

DOCUMENTS INCORPORATED BY REFERENCE

- City of Sacramento General Plan 2035 and associated Draft and Final EIR, City of Sacramento, March 3, 2015

<http://www.cityofsacramento.org/Community-Development/Resources/Online-Library/2035--General-Plan>

<http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/Public-Draft-MEIR081114.pdf?la=en>

http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Environmental-Impact-Reports/2035-GP-Update/2035-GPU-FinalMEIR_02242015.pdf?la=en

- Sacramento River Parkway Plan, City of Sacramento, October 21, 1997, Adopted by City Council Resolution 97-591
- Sacramento River Parkway Plan Draft EIR and Final EIR, October 21, 1997 adopted by the Sacramento City Council
- Resolution No. 97 590, Adopted by The Sacramento City Council on Date of October 21, 1997, A Resolution of The City of Sacramento City Council Certifying the Environmental Impact Report, Adopting the Attached CEQA Statement of Findings of Fact and Statement of Overriding Considerations, and Adopting the Mitigation Monitoring Plan for the Sacramento River Parkway Plan Update (M91-006)
- Resolution No. 97-592, Adopted by the Sacramento City Council on the Date of October 21, 1997, A Resolution to Amend the City/County of Sacramento Bikeway Master Plan Map to Include Plan Changes in the 1997 Sacramento River Parkway Plan Update (M91-006)
- Resolution No. 97-593, Adopted by the Sacramento City Council on the Date of October 21, 1997, A Resolution to Amend the Bikeway Map of the Pocket Community Plan of the City of Sacramento to Include Plan Changes in the 1997 Sacramento River Parkway Plan Update (M91-006)
- Draft Environmental Impact Report *North Area Streams, Sacramento River East Levee, Lower American River, and Related Flood Improvements Project*, Prepared for the Sacramento Area Flood Control Agency, State Clearinghouse No. 2008072060, March 2015.

http://www.safca.org/Levee_Certification.html

- Final Environmental Impact Report *North Sacramento Streams, Sacramento River East Levee, Lower American River, and Related Flood Improvement Project*, Prepared for the Sacramento Area Flood Control Agency, State Clearinghouse No. 2008072060, July 2017.

http://www.safca.org/Levee_Certification.html

- Mitigation Monitoring and Reporting Program (MMRP) and Findings of Fact And Statement Of Overriding Considerations for the North Sacramento Streams, Sacramento River East Levee,

Lower American River, and Related Flood Improvement Projects, adopted by the Sacramento Area Flood Control Agency, July 2017.

http://www.safca.org/Levee_Certification.html

OTHER REFERENCES

City of Sacramento *Register of Historical and Cultural Resources*, City of Sacramento, 2011, as updated 2015. Sacramento, CA.

<http://www.cityofsacramento.org/Community-Development/Planning/Urban-Design/Preservation>

City of Sacramento *2016 Bicycle Master Plan*, Sacramento, CA, adopted August 16, 2016, as amended through 2018.

<http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Transportation/Active-Transportation/Sacramento-BMP-Amended-201808.pdf?la=en>

Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento County*, December 2009 as revised through 2017. Sacramento, CA.

<http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools>

City of Sacramento, *American and Sacramento River Parkway Plans 2012 Implementation Program*, Report to City of Sacramento City Council, Approved November 13, 2012.

APPENDICES TO THE SACRAMENTO RIVER PARKWAY CENTRAL POCKET TRAIL INITIAL STUDY

APPENDIX A: AIR QUALITY ROADWAY CONSTRUCTION EMISSIONS MODEL RESULTS

APPENDIX B: SPECIAL STATUS SPECIES

APPENDIX C: PROPOSED PROJECT PLANS

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> SR Levee Trail														
Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.13	1.17	0.94	3.05	0.05	3.00	0.67	0.04	0.62	0.00	148.03	0.05	0.00	149.63
Grading/Excavation	0.80	8.03	5.25	3.34	0.34	3.00	0.86	0.24	0.62	0.02	1,805.18	0.22	0.02	1,816.76
Drainage/Utilities/Sub-Grade	1.44	11.76	10.65	3.49	0.49	3.00	0.98	0.35	0.62	0.04	3,611.25	0.64	0.05	3,641.96
Paving	1.22	14.88	9.45	0.48	0.48	0.00	0.36	0.36	0.00	0.03	3,101.51	0.57	0.04	3,126.96
Maximum (pounds/day)	1.44	14.88	10.65	3.49	0.49	3.00	0.98	0.36	0.62	0.04	3,611.25	0.64	0.05	3,641.96
Total (tons/construction project)	0.04	0.43	0.32	0.13	0.02	0.11	0.04	0.01	0.02	0.00	108.51	0.02	0.00	109.36

Notes: Project Start Year -> 2021
 Project Length (months) -> 2
 Total Project Area (acres) -> 3
 Maximum Area Disturbed/Day (acres) -> 0
 Water Truck Used? -> No

Phase	Total Material Imported/Exported Volume (yd ³ /day)		Daily VMT (miles/day)			
	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	0	0
Grading/Excavation	0	0	0	0	1,500	0
Drainage/Utilities/Sub-Grade	58	29	90	60	1,500	0
Paving	0	29	0	60	1,500	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> SR Levee Trail														
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.60
Grading/Excavation	0.01	0.14	0.09	0.06	0.01	0.05	0.02	0.00	0.01	0.00	31.77	0.00	0.00	29.01
Drainage/Utilities/Sub-Grade	0.02	0.18	0.16	0.05	0.01	0.05	0.02	0.01	0.01	0.00	55.61	0.01	0.00	50.88
Paving	0.01	0.10	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.47	0.00	0.00	18.72
Maximum (tons/phase)	0.02	0.18	0.16	0.06	0.01	0.05	0.02	0.01	0.01	0.00	55.61	0.01	0.00	50.88
Total (tons/construction project)	0.04	0.43	0.32	0.13	0.02	0.11	0.04	0.01	0.02	0.00	108.51	0.02	0.00	99.21

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.
 Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.
 CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1, 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.
 The CO2e emissions are reported as metric tons per phase.

Appendix B: Species and Habitats of Concern within the Project Vicinity

Common Name	Species Name	Status	General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
Bird Species					
Bank swallow	<i>Riparia riparia</i>	Fed: -- State: T CDFW: --	A migratory colonial nester inhabiting lowland and riparian habitats west of the deserts during spring - fall. Majority of current breeding populations occur along the Sacramento and Feather rivers in the north Central Valley. Requires vertical banks or cliffs with fine textured/sandy soils for nesting (tunnel and burrow excavations). Nests exclusively near streams, rivers, lakes or the ocean. Breeds May-July.	A	Presumed Absent. Although the levee banks might provide habitat, the area is highly disturbed. Additionally, the project would not disturb the levee slopes or banks.
Burrowing owl	<i>Athene cunicularia</i>	Fed: -- State: -- CDFW: SSC	Species inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Requires friable soils for burrow construction.	A	Presumed Absent: Although the site is adjacent to grassy levee banks that could provide potentially suitable burrow habitat for burrowing owl, the levees are frequently maintained. Therefore, the site is too anthropologically disturbed to support burrowing owl. Additionally, the proposed project would not require disturbance of the banks.
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Fed: E State: E CDFW: --	Summer resident of southern California inhabiting low riparian habitats in the vicinity of water and dry river bottoms. Prefers willows, coyote brush, mesquite and other low, dense vegetation as nesting sites (below 2,000 feet).	A	Presumed Absent: The BSA is disturbed and lacks the species' requisite vegetation density; habitat unsuitable for least Bell's vireo.
Purple martin	<i>Progne subis</i>	Fed: -- State: -- CDFW: SSC	Present in California as a summer migrant, arriving in March and departing by late September. Inhabits valley	HP	Presumed Absent: The nearest CNDDB occurrence is approximately 5 miles

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
				foothill and montane hardwood/hardwood-conifer, coniferous habitats and riparian habitats. Nests in tall, old, isolated trees or snags in open forest or woodland and in proximity to a body of water. Frequently nests within former woodpecker cavities; may nest in human-made structures such as nesting boxes, under bridges and in culverts. Breeds April-August.		from the project area. The proposed project would not remove any trees and as such would not affect possible nest sites.
Song sparrow ("Modesto" population)	<i>Melospiza melodia</i>	Fed: -- State: -- CDFW: --	-- -- SSC	An endemic bird found exclusively in the north-central portion of the Central Valley, with highest densities in the Butte Sink and Sacramento-San Joaquin River Delta. The species is usually found in open brushy habitats, along the borders of ponds or streams, abandoned pastures, desert washes, thickets, or woodland edges. In addition, there is a strong affinity for emergent freshwater marshes dominated by tules and cattails, riparian willow thickets, and valley oak forests with a blackberry understory. Breeds from March through August. Nest found in base of shrubs or clumps of grass.	A	Presumed Absent: Although the riverside banks contains disturbed valley Fremont cottonwood forest riparian habitat, the area is disturbed and lacks the species' requisite vegetation density and emergent freshwater marsh or thick willow habitat; habitat unsuitable for the song sparrow "Modesto" population.
Swainson's hawk	<i>Buteo swainsoni</i>	Fed: -- State: T CDFW: --	-- T --	Inhabits grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, alfalfa or grain fields that support a stable rodent prey base. Breeds March to late August.	HP	Low to Moderate: The area contains large diameter trees, potentially suitable for Swainson's hawk nesting. However, the project area is frequently used disturbed by the levee maintenance which may minimize the potential for nesting.

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
Tricolored blackbird	<i>Agelaius tricolor</i>	Fed: -- State: C CDFW: SSC		Inhabits freshwater marsh, swamp and wetland communities, but may utilize agricultural or upland habitats that can support large colonies, often in the Central Valley area. Requires dense nesting habitat that is protected from predators, is within 3-5 miles from a suitable foraging area containing insect prey and is within 0.3 miles of open water. Suitable foraging includes wetland, pastureland, rangeland, at dairy farms, and some irrigated croplands (silage, alfalfa, etc.). Nests mid-March - November in the Sacramento Valley region.	A	Presumed Absent: The area does not contain the requisite freshwater marsh, swamp or wetland communities; habitat unsuitable for tricolored blackbird.
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	Fed: T State: E CDFW: --		Species inhabits riparian forests, along broad, lower flood bottoms of larger river systems. Nests in large blocks of riparian jungles often mixed with cottonwoods. Nesting appears to be preferred in riparian forest habitats with a dense understory; requires water near nesting site. Breeds June- August.	A	Presumed Absent: The area contains disturbed riparian habitat and lacks the requisite large blocks of riparian jungle type forest or the dense understory to support the species; habitat unsuitable for Western yellow-billed cuckoo.
White-tailed kite	<i>Elanus leucurus</i>	Fed: -- State: -- CDFW: FP		Inhabits rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Prefers open grasslands, meadows or marshes for foraging close to isolated, dense-topped trees for nesting and perching. Breeds February- October.	HP	Low to Moderate: The area contains a disturbed riparian corridor with large diameter trees potentially suitable for nesting. However, the project area is frequently used disturbed by the public for recreation purposes which minimizes the potential for nesting within the project area. The nearest CNDDB occurrence is approximately 5 miles from the project.

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
Yellow-headed blackbird	<i>Xanthocephalus xanthocephalus</i>	Fed: -- State: -- CDFW: --	SSC	Occurs primarily as a migrant and summer resident from April to early October. The species almost exclusively nests in marshes with tall emergent vegetation such as tules (<i>Scirpus</i> sp.) or cattails (<i>Typha</i> sp.), in open areas and edges over water at depths typically ranging from 1-4 feet deep. Frequently breeds within marshes edges of lakes, reservoirs, or larger ponds. Breeds from April-July.	A	Presumed Absent: The area does not contain the requisite freshwater marsh, swamp or wetland communities; habitat unsuitable for yellow-headed blackbird.
Reptile Species						
Giant garter snake	<i>Thamnophis gigas</i>	Fed: T State: T CDFW: --	T T --	Inhabits marsh, swamp, wetland and riparian scrub habitats. Species requires adequate water during species' active season (early-spring through mid-fall), emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat. Requires grassy banks and openings in waterside vegetation for basking and higher elevation uplands for cover and refuge from flood waters during winter dormant season.	A	Presumed Absent: The area contains a disturbed riparian corridor and lacks the requisite marshes, swamps, and wetland vegetation; habitat unsuitable for giant garter snake.
Western pond turtle	<i>Emys marmorata</i>	Fed: -- State: -- CDFW: --	SSC	A fully aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Requires basking sites and suitable upland habitat (sandy banks or grassy open field) for reproduction (sea level to 4,690 feet).	HP	Unlikely -Low to Moderate: The area contains a disturbed riparian corridor with grassy levee banks adjacent to the Sacramento River, potentially suitable for western pond turtle. The nearest extant CNDDDB occurrence is approximately 4 miles from the project.
Invertebrate Species						
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	Fed: T State: -- CDFW: --	T -- --	Requires elderberry shrubs (<i>Sambucus</i> sp.) as host plants. Typically in moist valley oak woodlands associated with riparian	HP	Presumed Absent. The site is outside of VELB Critical Habitat. The nearest extant CNDDDB occurrence is

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
				corridors in the lower Sacramento River and upper San Joaquin River drainages. Prefers elderberries 2-8 inches in diameter; some preference toward 'stressed' elderberries.		approximately 2 miles from the project. The project site is an existing paved roadway which does not support vegetation.
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Fed: State: CDFW:	T -- --	Endemic to the grasslands of the Central Valley, Central Coast mountains and South Coast Mountains, in astatic rain-filled pools. Inhabits small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools. Species is dependent on seasonal fluctuations.	A	Presumed Absent: The area is developed and disturbed and lacks the requisite vernal sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools; habitat unsuitable for vernal pool fairy shrimp.
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	Fed: State: CDFW:	E -- --	Inhabits vernal pools and swales containing clear to highly turbid waters such as pools located in grass bottomed swales of unplowed grasslands, old alluvial soils underlain by hardpan, and mud-bottomed pools with highly turbid water.	A	Presumed Absent: The area is developed and disturbed and lacks the requisite vernal pools and swales; habitat unsuitable for vernal pool tadpole shrimp.
Mammal Species						
American badger	<i>Taxidea taxus</i>	Fed: State: CDFW:	-- -- SSC	Prefers treeless, dry, open stages of most shrub and herbaceous habitats with friable soils and a supply of rodent prey. Species also inhabits forest glades and meadows, marshes, brushy areas, hot deserts, and mountain meadows. Species maintains burrows within home ranges estimated between 338-1,700 acres, dependent on seasonal activity. Burrows are frequently re-used, but new burrows may be created nightly. Young are born in March and April within burrows dug in relatively dry, often sandy, soil, usually in areas with sparse over story	A	Presumed Absent: The area contains marginal foraging and burrowing habitat along the banks of the Sacramento River, but the high amount of human activity and disturbance is not suitable for American badger occurrence.

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
				cover. Species is somewhat tolerant of human activity, but is sensitive to automobile mortality, trapping, and persistent poisons (up to 12,000 feet).		
Fish Species						
Central Valley steelhead	<i>Oncorhynchus mykiss irideus</i>	Fed: T State: -- CDFW: --		Spawning occurs in small tributaries on coarse gravel beds in riffle areas. Central Valley steelhead are found in the Sacramento River system; the principal remaining wild populations spawn annually in Deer and Mill Creeks in Tehama County, in the lower Yuba River, a small population in the lower Stanislaus River and, though potentially extirpated, from the San Joaquin basin.	A	Presumed Absent: The area does not contain aquatic habitat to support the species. However, the project is adjacent to the Sacramento River, considered Central Valley steelhead Critical Habitat. The species is present within the Sacramento River adjacent to the project.
Chinook salmon - Central Valley spring-run ESU	<i>Oncorhynchus tshawytscha</i>	Fed: T State: T CDFW: --		Spring-run Chinook enter the Sacramento-San Joaquin River system to spawn, requiring larger gravel particle size and more water flow than other salmonids. Remaining runs occur in Butte, Mill, Deer, Antelope, and Beegum Creeks, tributaries to the Sacramento River. Known to occur in Siskiyou and Trinity counties.	A	Presumed Absent: The area does not contain aquatic habitat to support the species. However, the project is adjacent to the Sacramento River, considered spring-run Chinook salmon Critical Habitat and Pacific Salmon Essential Fish Habitat. The species is present within the Sacramento River adjacent to the project.
Chinook salmon - Sacramento River winter-run ESU	<i>Oncorhynchus tshawytscha</i>	Fed: E State: E CDFW: --		Winter-run Chinook are currently restricted within the Sacramento River below Keswick dam; species does not spawn in tributaries. Species requires cold water over gravel beds to spawn.	A	Presumed Absent: The area does not contain aquatic habitat to support the species. However, the project is adjacent to the Sacramento River, considered winter-run Chinook salmon Critical Habitat and Pacific Salmon Essential Fish Habitat. The species is present within the Sacramento River adjacent to the project.

Common Name	Species Name	Status		General Habitat Description	Habitat Present/ Absent	Potential for Occurrence and Rationale
North American green sturgeon	<i>Acipenser medirostris</i>	Fed: CA: DFG:	T -- SSC	Most marine sturgeon species. Currently believed to only spawn in the Sacramento River, Rogue River, Klamath and Trinity Rivers (Klamath River basin) to spawn. Known to occupy other river bodies including the lower Feather River; spawning not recorded. Large cobbles preferred for spawning, but may utilize a range of substrates from bedrock to sand. Spawning occurs March-July.	A	Presumed Absent: The area does not contain aquatic habitat to support the species. However, the project is adjacent to the Sacramento River, considered North American green sturgeon Critical Habitat. The species is present within the Sacramento River adjacent to the project.
Longfin smelt	<i>Spirinchus thaleichthys</i>	Fed: State: CDFW:	C T SSC	Within California, occurs slightly upstream from Rio Vista (on the Sacramento River in the Delta) including the Cache Slough region and Medford Island (on the San Joaquin River in the Delta) through Suisun Bay and Suisun Marsh, the San Pablo Bay, the main San Francisco Bay, South San Francisco Bay, the Gulf of the Farallones, Humboldt Bay, and the Eel river estuary & local coastal areas. Resides in California and are primarily an anadromous estuarine species that can tolerate salinities ranging from freshwater to nearly pure seawater. Prefers temperatures in the range of 16-18°C and salinities ranging from 15-30 ppt. Their spatial distribution within a bay or estuary is seasonally variable. Longfin smelt may also make daily migrations; remaining deep during the day and rising to the surface at night.	A	Presumed Absent: The area does not contain aquatic habitat to support the species and the Sacramento River adjacent to the BSA is approximately 30 miles north of Rio Vista, well outside the known range of the species; habitat unsuitable for longfin smelt.
Sacramento perch	<i>Archoplites interruptus</i>	Fed: State: CDFW:	-- -- SSC	Inhabits sloughs, lakes, and slow moving rivers of the Central Valley. Prefers turbid lakes, reservoirs and ponds warmed by summer heat and absent of plants; may	A	Presumed Absent: The area does not contain aquatic habitat to support the species and the Sacramento River adjacent to the area

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
				occasionally occur in clear water among beds of aquatic vegetation. Species tolerates high temperatures, high salinities, high turbidity, and low water clarity. Young require aquatic and overhanging vegetation for cover.		does not provide suitable habitat for the Sacramento Perch. No sloughs, lakes or pond habitat occurs within the project area; habitat unsuitable for Sacramento perch.
Sacramento splittail	<i>Pogonichthys macrolepidotus</i>	Fed: -- State: -- CDFW: --	-- -- SSC	Historically inhabited low moving rivers, sloughs, and alkaline lakes of the Central Valley; now restricted to the Delta, Suisun Bay and associated marshes. Species is adapted to fluctuating environments with tolerance to water salinities from 10-18 ppt., low oxygen levels (< 1.0 mg/L) and temperatures of 41-75°F. Spawns late February- early July, with a peak in March-April; requires flooded vegetation for spawning activity and protective cover for young.	A	Presumed Absent; The area does not contain aquatic habitat to support the species; habitat unsuitable for Sacramento splittail. However, the project is adjacent to the Sacramento River, which supports the Sacramento splittail. The species is present within the Sacramento River adjacent to the project
Plant Species						
Alkali milk-vetch	<i>Astragalus tener</i> var. <i>tener</i>	Fed: -- State: -- CNPS: --	-- -- 1B.2	An annual herb inhabiting low ground and alkaline soils of playas, alkaline flats, vernal moist meadows, vernal pools, and valley and foothill grassland of adobe clay. Flowers March–June (0-197 feet).	A	Presumed Absent: The area lacks the requisite adobe clay soils and vernal habitats; habitat unsuitable for alkali milk-vetch. The nearest CNDDDB occurrence is greater than 5 miles from the area
Bolander's water-hemlock	<i>Cicuta maculata</i> var. <i>bolanderi</i>	Fed: -- State: -- CNPS: --	-- -- 2B.1	A perennial herb inhabiting coastal marshes and swamps with fresh or brackish water. Blooms July-September (6-660 feet).	A	Presumed Absent: The area lacks the requisite marsh and swamp communities; habitat unsuitable for Bolander's water-hemlock.
Bristly sedge	<i>Carex comosa</i>	Fed: -- State: -- CNPS: --	-- -- 2B.1	A perennial herb inhabiting coastal prairies, marshes and swamps along lake margins, and valley foothill grasslands communities. Blooms May-September (0-2,050 feet).	A	Presumed Absent: The area lacks the requisite coastal prairies, marshes and swamps along lake margins, and valley foothill grasslands communities; habitat unsuitable for bristly sedge.

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
Delta mudwort	<i>Limosella australis</i>	Fed: -- State: -- CNPS: 2B.1		A perennial stoloniferous herb inhabiting low elevation muddy banks of riparian scrub, freshwater or brackish marshes and swamps, and intertidal flats. Flowers May-August (0 – 32 feet).	A	Presumed Absent: The area lacks the requisite muddy banks of riparian scrub, freshwater or brackish marshes and swamps, or intertidal flats; habitat unsuitable for Delta mudwort.
Delta tule pea	<i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	Fed: -- State: -- CNPS: 1B.2		A perennial herb inhabiting freshwater and brackish marshes of coastal and estuarine communities. Flowers May - August (0 - 98 feet).	A	Presumed Absent: The area lacks the requisite freshwater and brackish marshes of coastal and estuarine communities; habitat unsuitable for Delta tule pea.
Dwarf downingia	<i>Downingia pusilla</i>	Fed: -- State: -- CNPS: 2B.2		An annual herb inhabiting vernal pools and mesic valley and foothill grassland communities. Flowers March-May (3-1,460 feet).	A	Presumed Absent: The area lacks the requisite vernal pools or mesic valley and foothill grassland communities; habitat unsuitable for dwarf downingia.
Ferris' milk-vetch	<i>Astragalus tener</i> var. <i>ferrisiae</i>	Fed: -- State: -- CNPS: 1B.1		An annual herb inhabiting low ground and alkaline soils of playas, alkaline flats, vernal moist meadows, vernal pools, and valley and foothill grassland of adobe clay. Flowers March–June (0-197 feet).	A	Presumed Absent: The area lacks the requisite adobe clay soils and vernal habitats; habitat unsuitable for Ferris milk-vetch.
Heckard's pepper-grass	<i>Lepidium latipes</i> var. <i>heckardii</i>	Fed: -- State: -- CNPS: 1B.2		An annual herb found in alkaline flats within valley or foothill grasslands. Flowers March-May (0 - 660 feet)	A	Presumed Absent: The area lacks the requisite alkaline soil requirements; habitat unsuitable for Heckard's pepper-grass.
Legenere	<i>Legenere limosa</i>	Fed: -- State: -- CNPS: 1B.1		An annual herb inhabiting wet areas, vernal pools, and ponds. Flowers May-June (0-2,887 feet).	A	Presumed Absent: The area lacks the requisite vernal pools or ponds; habitat unsuitable for legenere.
Northern California black walnut	<i>Juglans hindsii</i>	Fed: -- CA: -- CNPS: 1B.1		A deciduous tree inhabiting along streams and slopes within riparian forest and riparian woodland communities. Flowers April-May (0-1,444 feet). Only one confirmed, native occurrence appears viable as of 2003.	HP	Presumed Absent: The area contains a disturbed riparian community potentially suitable for Northern California black walnut. However, any trees within the area are anticipated to be hybrids and not the true species. The nearest CNDDDB

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
						occurrence was recorded prior to 1946, and is documented as extirpated due to logging approximately 2 miles from the project.
Marsh skullcap	<i>Scutellaria galericulata</i>	Fed: -- State: -- CNPS: 2B.2		A perennial rhizomatous herb inhabiting wet sites and streambanks of lower montane coniferous forest, mesic meadows and seeps, and marsh and swamp communities. Flowers June-September (0 -6,889 feet).	A	Presumed Absent: The area lacks the species' requisite lower montane coniferous forest, mesic meadows and seeps, and marsh and swamp communities; habitat unsuitable for marsh skullcap.
Mason's lilaepsis	<i>Lilaeopsis masonii</i>	Fed: -- State: -- CNPS: 1B.1		A perennial rhizomatous herb found exclusively in the Sacramento-San Joaquin River Delta and San Francisco Bay. Found in low elevation freshwater and brackish marshes adjacent to surface water. Flowers June - August (0 - 100 feet).	A	Presumed Absent: The area lacks the species' requisite low elevation freshwater and brackish marshes; habitat unsuitable for Mason's lilaepsis.
Peruvian dodder	<i>Cuscuta obtusiflora</i> var. <i>glandulosa</i>	Fed: -- State: -- CNPS: 2B.2		An annual parasitic vine inhabiting freshwater marsh communities on herbs such as <i>Alternanthera</i> sp., <i>Dalea</i> sp., <i>Lythrum</i> sp., <i>Polygonum</i> sp., and <i>Xanthium</i> sp. Flowers July - October (49-1,640 feet).	A	Presumed Absent: The area lacks the species' requisite freshwater marsh communities; habitat unsuitable for Peruvian dodder.
Saline clover	<i>Trifolium hydrophilum</i>	Fed: -- State: -- CNPS: 1B.2		An annual herb inhabiting mesic, alkaline soils of salt marsh, marshes and swamps, vernal pools, and valley and foothill grasslands. Flowers April-June (0 – 1,000 feet).	A	Presumed Absent: The area lacks the species' requisite alkaline soils and marsh, swamp, vernal pool, or mesic valley and foothill grassland communities; habitat determined unsuitable for saline clover.
Sanford's arrowhead	<i>Sagittaria sanfordii</i>	Fed: -- State: -- CNPS: 1B.2		A perennial rhizomatous herb inhabiting freshwater marshes, swamps, ponds and ditches. Flowers May-October (0-2,132 feet).	A	Presumed Absent: The area lacks the species' requisite freshwater marshes, swamps, ponds and ditches; habitat unsuitable for Sanford's arrowhead.
Side-flowering skullcap	<i>Scutellaria lateriflora</i>	Fed: -- State: -- CNPS: 2B.2		A perennial rhizomatous herb inhabiting mesic meadow and seep and	A	Presumed Absent: The area lacks the species' requisite mesic meadow

Common Name	Species Name	Status		General Habitat Description	Habitat Present/Absent	Potential for Occurrence and Rationale
				marsh and swamp communities. Known in CA from only three occurrences in the Sacramento-San Joaquin Delta. Flowers July (0-1,640 feet).		and seep and marsh and swamp communities; habitat unsuitable for side-flowering skullcap.
Suisun Marsh aster	<i>Symphotrichum lentum</i>	Fed: -- State: -- CNPS: 1B.2		A perennial rhizomatous herb inhabiting wetlands, freshwater marsh, and brackish-marsh communities. Flowers May-November (0-984 feet).	A	Presumed Absent: The area lacks the species' requisite wetlands, freshwater marsh, and brackish-marsh communities; habitat unsuitable for Suisun marsh aster.
Watershield	<i>Brasenia schreberi</i>	Fed: -- State: -- CNPS: 2B.3		A perennial rhizomatous aquatic herb inhabiting ponds, slow streams and freshwater marsh and swamp communities. Flowers June-September (98-7,217 feet).	A	Presumed Absent: The area lacks the species' requisite ponds, slow streams and freshwater marsh and swamp communities; habitat unsuitable for watershield.
Woolly rose-mallow	<i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i>	Fed: -- State: -- CNPS: 1B.2		A perennial rhizomatous herb inhabiting freshwater wetlands, wet banks, and marsh communities. Often found in-between riprap on levees. Flowers June-September (0-394 feet).	A	Presumed Absent: The area lacks the requisite freshwater wetlands, wet banks, and marsh communities; habitat unsuitable for Woolly rose-mallow.

Federal Designations (Fed): (FESA, USFWS) E: Federally listed, endangered T: Federally listed, threatened C: Federal proposed Candidate	State Designations (State): (CESA, CDFW) E: State-listed, endangered T: State-listed, threatened
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Other Designations:
CDFW_SSC: CDFW Species of Special Concern
CDFW_FP: CDFW Fully Protected

California Native Plant Society (CNPS) Designations:
***Note: according to CNPS (Skinner and Pavlik 1994), plants on Lists 1B and 2 meet definitions for listing as threatened or endangered under Section 1901, Chapter 10 of the California Fish and Game Code. This interpretation is inconsistent with other definitions.**
1A: Plants presumed extinct in California.
1B: Plants rare and endangered in California and throughout their range.
2: Plants rare, threatened, or endangered in California but more common elsewhere in their range.
3: Plants about which need more information; a review list.

Plants 1B, 2, and 4 extension meanings:
_.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
_.2 Fairly endangered in California (20-80% occurrences threatened)
_.3 Not very endangered in California (<20% of occurrences threatened or no current threats known)

Common Name	Species Name	Status	General Habitat Description	Habitat Present/ Absent	Potential for Occurrence and Rationale
<p>Habitat Potential Absent [A] - No habitat present and no further work needed. Habitat Present [HP] - Habitat is, or may be present. The species may be present.</p>					
<p>Potential for Occurrence Criteria: Presumed Present: Species was observed on site during a site visit or focused survey. High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within 5 miles of the site. Low-Moderate: Either low quality habitat (including soils and elevation factors) for the species occurs on site and a known occurrence exists within 5 miles of the site; or suitable habitat strongly associated with the species occurs on site, but no records were found within the database search. Presumed Absent: Focused surveys were conducted and the species was not found, or species was found within the database search but habitat (including soils and elevation factors) do not exist on site, or the known geographic range of the species does not include the survey area.</p>					
<p>Sources: Adams, Peter et. al 2002, CDFW 2016, CDFW 2009, CNPS 2015, Israel and Klimley 2008, Keiller 2011, Miller and Hornaday 1999, NMFS 1993, NMFS 2005a, NMFS 2005b, NMFS 2009, NMFS 2016a, NMFS 2016b, NMFS 2016c, Shuford and Gardali 2008, Sullivan 1996, University of California Davis 2016, University of California 2016, USFWS 1999, USFWS 2005, USFWS 2007a, USFWS 2007b, USFWS 2012, Yoshiyama 1998, Zeiner 1988-1990</p>					

PLOT STAMP: Thursday, February 28, 2019, 8:36:41 AM

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF SACRAMENTO DESIGN & PROCEDURES MANUAL, DATED SEPTEMBER 1990, CITY STANDARD SPECIFICATIONS, DATED JUNE 2007 WITH APPLICABLE ADDENDUMS, CALTRANS STANDARD PLANS, 2010 EDITION, AND THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION.
2. THREE WORKING DAYS PRIOR TO REQUIRING PROJECT STAKING, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER OR INSPECTOR A COMPLETED CONSTRUCTION STAKING REQUEST FORM.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING, INSTALLING AND MAINTAINING ALL WARNING SIGNS AND DEVICES NECESSARY TO SAFEGUARD THE GENERAL PUBLIC AND THE WORK, AND FOR PROVIDING PROPER AND SAFE ROUTING OF THE VEHICULAR AND PEDESTRIAN TRAFFIC DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO WORKING HOURS. THE USE OF FLAGGERS, BARRICADES AND CONSTRUCTION SIGNING SHALL COMPLY WITH THE CURRENT EDITION OF THE CALIFORNIA MUTCD.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL EXISTING UTILITIES AND PROTECTING AND REPAIRING DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (1-800-642-2444) TWO WORKING DAYS PRIOR TO COMMENCING WORK.
5. THE RESIDENT ENGINEER SHALL DETERMINE THE EXACT LIMITS OF PAVEMENT REMOVAL IN THE FIELD. EXISTING ASPHALT AND CONCRETE SHALL BE SAWCUT IN A NEAT STRAIGHT LINE A MINIMUM OF 2-1/2" DEEP. THE EXPOSED VERTICAL EDGES SHALL BE TACKED WITH EMULSION PRIOR TO ASPHALT CONCRETE PAVING.
6. DEMOLITION OF EXISTING FEATURES SHALL BE LIMITED TO THE ITEMS SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIAL PROVISIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE ALL EXISTING FEATURES DAMAGED BY HIS OPERATIONS, AT HIS EXPENSE.
7. THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR PROTECTING EXISTING TREES NOT SCHEDULED TO BE REMOVED BY THIS CONTRACT. ANY TREE DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, AT HIS EXPENSE.
8. THE CONTRACTOR SHALL HAVE A CURRENT AND ACTIVE CLASS A - GENERAL ENGINEERING CONTRACTOR LICENSE ISSUED BY THE CCSLB AT THE TIME OF THE BID SUBMITTAL AND THROUGHOUT THE CONSTRUCTION PERIOD.
9. THE CONTRACTOR SHALL BE COMPLETELY RESPONSIBLE FOR PRESERVING ALL EXISTING MONUMENTS WHICH WILL BE DISTURBED OR REMOVED AS REQUIRED BY CONTRACTOR'S WORK. CONTRACTOR SHALL COORDINATE WITH ENGINEER/SURVEYOR PRIOR TO DISTURBANCE OF EXISTING MONUMENTS, AND SHALL HAVE A LICENSED LAND SURVEYOR RESET MONUMENTS, PROVIDE PERMANENT WITNESS MONUMENTS, AND FILE DOCUMENTATION WITH THE COUNTY SURVEYOR PURSUANT TO THE BUSINESS AND PROFESSIONS CODE.
10. GUTTER SLOPES FROM THE FLOWLINE TO LIP SHALL BE 5% MAXIMUM FOR THE FULL-WIDTH OF ALL CURB RAMPS. THE 5% CROSS SLOPE SHALL TRANSITION TO THE STANDARD CURB AND GUTTER CROSS-SLOPE OVER A DISTANCE OF 3 FEET UNLESS NOTED OTHERWISE.
11. ANY NEW CONCRETE SURVEY MONUMENT (PER CITY STANDARD SPECIFICATION DETAIL) SHALL BE PLACED BY A LICENSED LAND SURVEYOR.

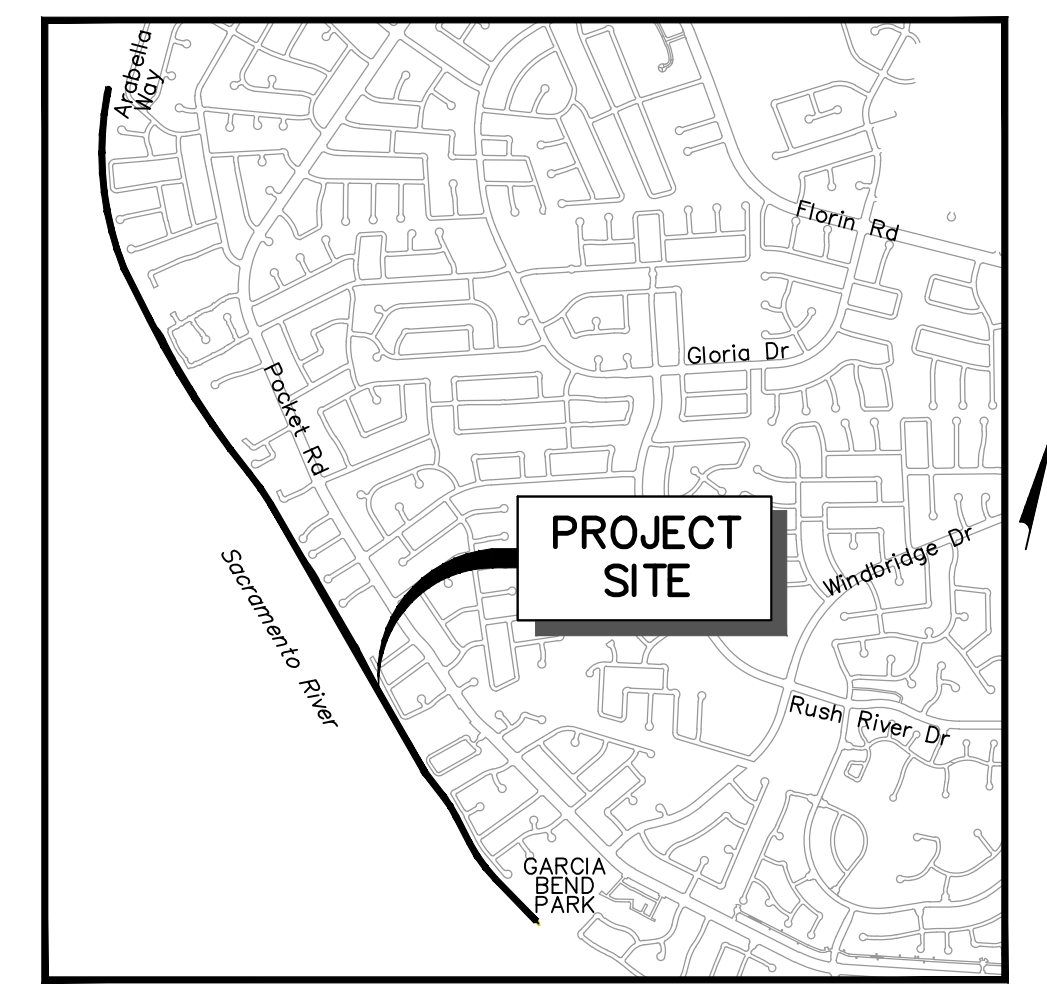
CITY OF SACRAMENTO

IMPROVEMENT PLANS FOR SACRAMENTO RIVER PARKWAY (CENTRAL POCKET TRAIL)

APPROVED BY: _____ DATE _____
 JUDITH MATSUI DRURY, R.C.E. 59096
 SUPERVISING ENGINEER
 DEPARTMENT OF PUBLIC WORKS
 (CIVIL DESIGN)

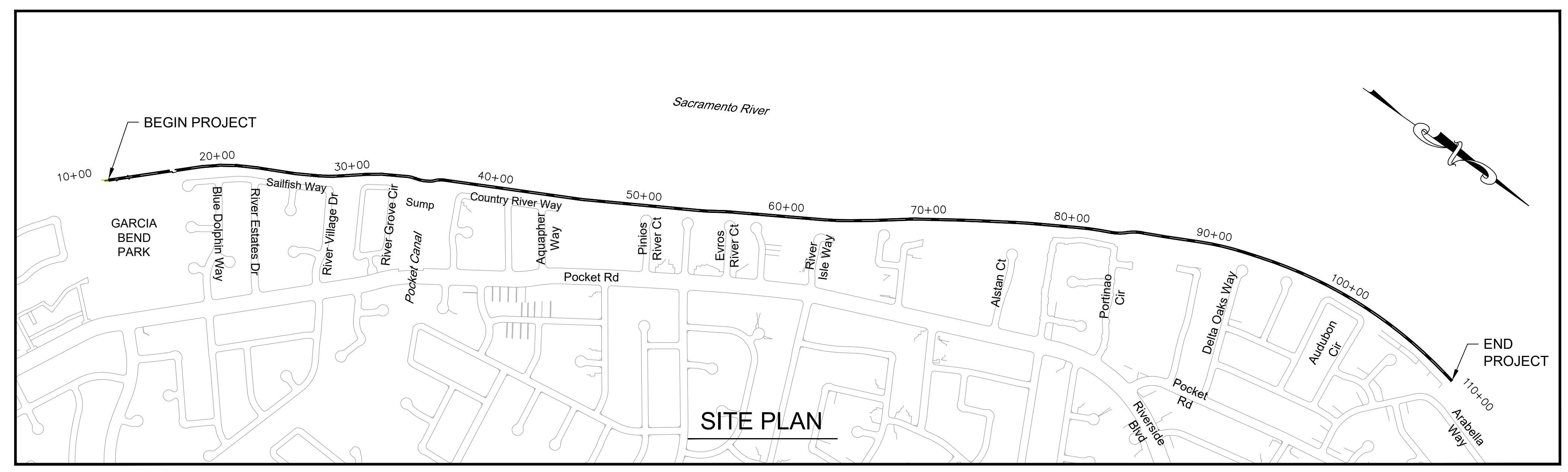
APPROVED BY: _____ DATE _____
 RYAN T. MOORE, R.C.E. 61088
 CITY TRAFFIC ENGINEER
 DEPARTMENT OF PUBLIC WORKS
 (SIGNING AND STRIPING)

LOCATION MAP



INDEX OF SHEETS

1	C-1	COVER SHEET
2	SS-1	SIGNING AND STRIPING 10+00 TO 15+50
3	SS-2	SIGNING AND STRIPING 15+50 TO 27+50
4	SS-3	SIGNING AND STRIPING 27+50 TO 39+50
5	SS-4	SIGNING AND STRIPING 39+50 TO 51+50
6	SS-5	SIGNING AND STRIPING 51+50 TO 63+50
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9	SS-8	SIGNING AND STRIPING 87+50 TO 99+50
10	SS-9	SIGNING AND STRIPING 99+50 TO 110+00



30% PLANS
NOT FOR CONSTRUCTION

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. .5.155 ft.
DESCRIPTION	

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

FIELD BOOK: 1464

SCALE: HORIZ. 1"=20' VERT. N/A

DRAWN BY: TECH	DESIGN BY: A. Randolph	CHECKED BY: P. Vulliet
DATE: 2/28/2019	R.C.E. 75035 DATE 2/28/2019	R.C.E. 70963 DATE 2/28/2019

IMPROVEMENT PLANS FOR
**SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)**
COVER SHEET

PN: K15185000

SHEET No.	1 OF 10
SHEET	C-1
OF	1

CAD FILE: P:\engineering_services\Active\K15185000_sacramento_river_parkway_trail\year_retention\CADD\Sheets\SRP_C-1.dwg

SACRAMENTO RIVER PARKWAY PHASE 1 (PN: K15185000)

PLOT STAMP: Thursday, February 28, 2019, 8:30:33 AM

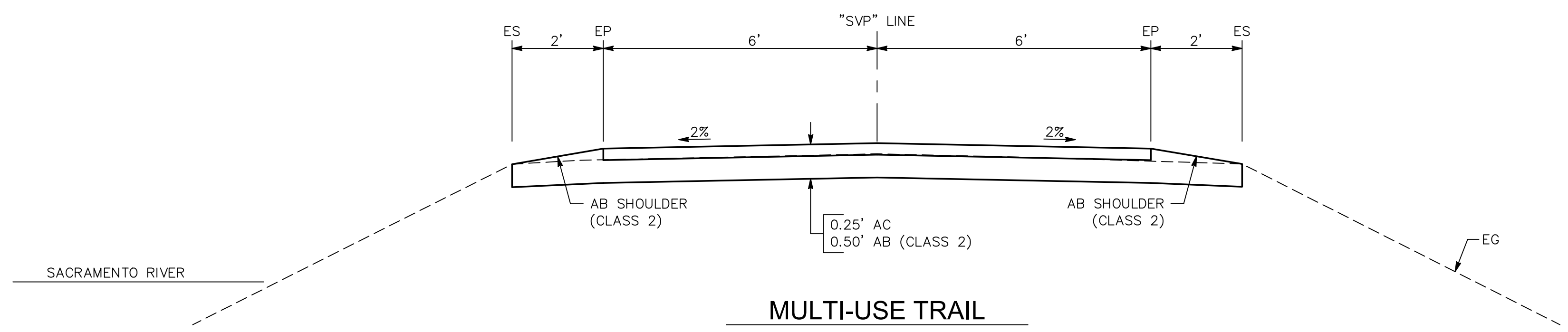
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STRIPING AND SIGNING GENERAL NOTES:

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF SACRAMENTO DESIGN & PROCEDURES MANUAL, DATED SEPTEMBER 1990, CITY STANDARD SPECIFICATIONS, DATED JUNE 2007 WITH ADDENDUM #1 (AUGUST 2009) AND ADDENDUM #2 (APRIL 2012), CALTRANS STANDARD PLANS, 2010 EDITION, AND THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2014 EDITION.
- THIS PLAN IS ACCURATE FOR SIGNING AND STRIPING WORK ONLY.
- ALL EXISTING SIGNING, STRIPING, AND MARKINGS TO REMAIN, UNLESS OTHERWISE NOTED, CONFLICTS BETWEEN EXISTING AND PROPOSED SHALL BE RESOLVED BY THE ENGINEER.
- EXACT POSITION AND LOCATION OF ALL ROADSIDE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ALL EXISTING STRIPING AND PAVEMENT MARKINGS SHALL REMOVED WITHIN THE LIMITS OF SLURRY SEAL. THIS SHALL BE ACCOMPLISHED BY SANDBLASTING OR OTHER APPROVED GRINDING METHOD.
- CROSSWALKS SHALL BE 12 FEET WIDE INCLUDING THE 12" SOLID PAVEMENT MARKINGS AND SHALL BE WHITE UNLESS OTHERWISE NOTED.
- ALL SIGNING AND STRIPING WORK SHALL BE COORDINATED WITH THE ELECTRICAL WORK AS DIRECTED BY THE ENGINEER.
- LANE WIDTHS ADJACENT TO CURBS ARE MEASURED TO THE FACE OF CURB.
- TRAFFIC SIGNS SHALL BE INSTALLED BEHIND THE SIDEWALK WHEN THE SIDEWALK IS IMMEDIATELY ADJACENT TO THE CURB. SIGNS SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK WHEN THE SIDEWALK IS DETACHED. SIGNS IN PEDESTRIAN AREAS SHALL HAVE A CLEARANCE FROM THE GROUND OF AT LEAST SEVEN FEET. IF THIS CLEARANCE REQUIREMENT IS NOT SATISFIED AFTER THE INSTALLATION OF ADDITIONAL SIGN PANELS, CONTRACTOR SHALL INSTALL A NEW SIGN POST.
- ALL ROADWAY SIGNS (REGULATORY, WARNING, GUIDE, SCHOOL ZONE SIGNS AND OBJECT MARKERS) SHALL INCLUDE ASTM TYPE XI SHEETING. FOR ALL OTHER SIGNS, USE ASTM TYPE II SHEETING. SCHOOL ZONE SIGNAGE SHALL BE FLUORESCENT YELLOW-GREEN WHERE YELLOW IS INDICATED IN THE MUTCD.
- MOUNT SIGNS USING BANDING ON SIGNAL AND STREET LIGHT POLES WHERE FEASIBLE. SEE ELECTRICAL PLANS FOR POLE LOCATIONS.
- CONTRACTOR SHALL VERIFY WITH THE ENGINEER THE EXACT STREET NAME AND STREET ADDRESS FOR PLACEMENT ON STREET NAME SIGNS PRIOR TO ORDERING SIGNS.
- ALL SIGNS REGULATING PARKING SHALL BE DOUBLE SIDED AND SIDE MOUNTED.
- AT NEWLY SIGNALIZED LOCATIONS, REMOVE EXISTING STOP SIGNS, STOP LEGENDS AND STANCHIONS AT THE TIME SIGNAL IS TURNED ON.

LEGEND:

- * INSTALL ROADSIDE SIGN
- ◆ REMOVE ROADSIDE SIGN
- ▲ RELOCATE EXISTING SIGN
- EXISTING ROADSIDE SIGN TO REMAIN
- ⊥ EXISTING ROADSIDE SIGN LOCATION
- ⊥ ROADSIDE SIGN LOCATION (ONE-POST)
- (XX) STRIPING DETAIL #
L= LENGTHS
- (XX) EXIST STRIPING DETAIL
- ▭ BIKE LANE PER MUTCD FIGURE 9C-3(C)
- ▲ ANGLE POINT
- ⊥ LIMIT LINE

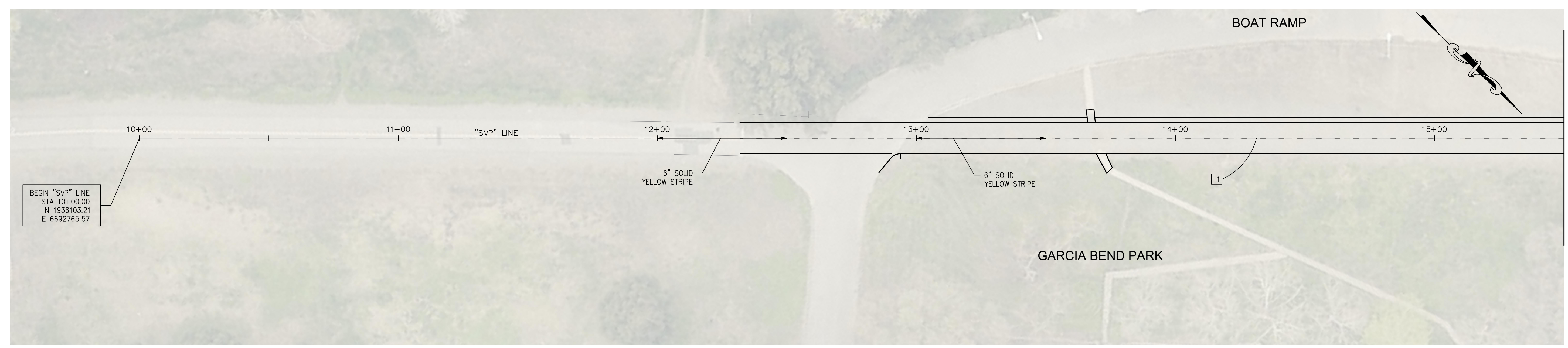


LINE DATA		
LINE No.	LENGTH	DIRECTION
L1	674.86'	N44° 05' 30"W
L2	80.59'	N42° 44' 52"W
L3	118.98'	N44° 05' 54"W
L4	111.42'	N39° 46' 09"W
L5	98.42'	N34° 00' 21"W
L6	55.66'	N30° 00' 54"W
L7	75.28'	N29° 16' 59"W
L8	260.07'	N26° 52' 17"W
L9	162.72'	N30° 24' 31"W
L10	65.58'	N38° 37' 07"W
L11	164.08'	N39° 09' 16"W
L12	89.83'	N35° 57' 24"W
L13	167.18'	N30° 37' 47"W
L14	18.27'	N18° 15' 54"W
L15	15.58'	N16° 41' 45"W

LINE DATA		
LINE No.	LENGTH	DIRECTION
L16	36.14'	N31° 20' 49"W
L17	10.89'	N49° 13' 51"W
L18	946.29'	N27° 38' 42"W
L19	776.26'	N30° 15' 30"W
L20	653.89'	N30° 54' 45"W
L21	143.75'	N37° 47' 14"W
L22	289.11'	N34° 19' 30"W
L23	299.18'	N33° 05' 34"W
L24	339.30'	N30° 42' 34"W
L25	241.90'	N27° 11' 30"W
L26	112.72'	N17° 51' 17"W
L27	116.14'	N10° 43' 53"E
L28	214.09'	N37° 47' 14"E

CURVE DATA			
CURVE No.	LENGTH	RADIUS	Δ
C1	4.69'	200.00	1'20'38"
C2	4.69'	200.00	1'20'38"
C3	38.62	200.00	4'19'21"
C4	38.62	200.00	5'15'48"
C5	38.62	200.00	4'29'26"
C6	38.62	200.00	0'47'55"
C7	38.62	200.00	2'20'43"
C8	38.62	200.00	3'32'14"
C9	38.62	200.00	3'20'15"
C10	17.01'	200.00	4'52'21"
C11	1.87'	200.00	0'32'09"
C12	11.16'	200.00	3'11'52"
C13	18.59'	200.00	5'19'36"
C14	93.16	200.00	12'21'53"
C15	5.48	200.00	1'34'09"
C16	51.14	200.00	14'39'04"

CURVE DATA			
CURVE No.	LENGTH	RADIUS	Δ
C17	15.61	150.00	17'53'02"
C18	35.97	200.00	10'18'12"
C19	39.38	200.00	11'16'57"
C20	45.61	1000.00	2'36'48"
C21	170.24	2000.00	4'52'37"
C22	73.71	1000.00	4'13'23"
C23	185.61	2000.00	5'19'02"
C24	60.43	1000.00	3'27'45"
C25	107.52	5000.00	1'13'56"
C26	83.19	2000.00	2'23'00"
C27	228.40	2000.00	6'35'20"
C28	119.38	350.00	19'32'34"
C29	114.52	350.00	18'44'52"
C30	155.70	4000.00	2'13'49"
C31	325.92	2000.00	9'20'13"
C32	1541.68	3090.00	28'35'09"
C33	54.37	2000.00	1'33'27"



30% PLANS
NOT FOR CONSTRUCTION

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. 5.155 ft
DESCRIPTION	BM 336-G3A
	HILTI NAIL LIGHT BASE SOUTH SIDE
	OCEANIC WAY AT No. 391 & 391 NEAR
	POCKET

FIELD BOOK	1464
SCALE	HORIZ. 1"=20'
	VERT. N/A

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

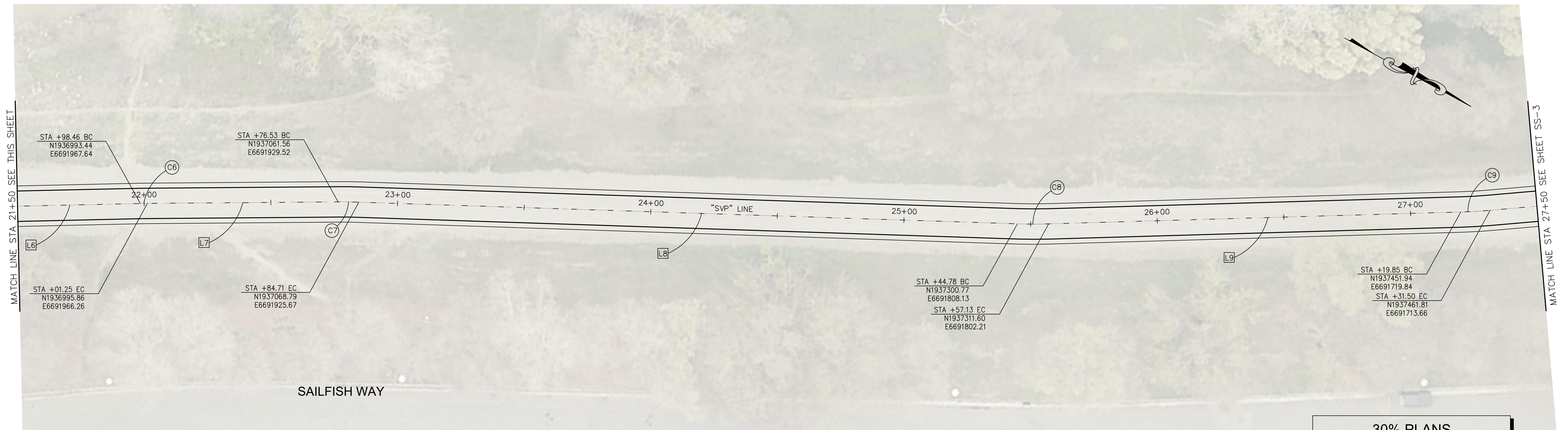
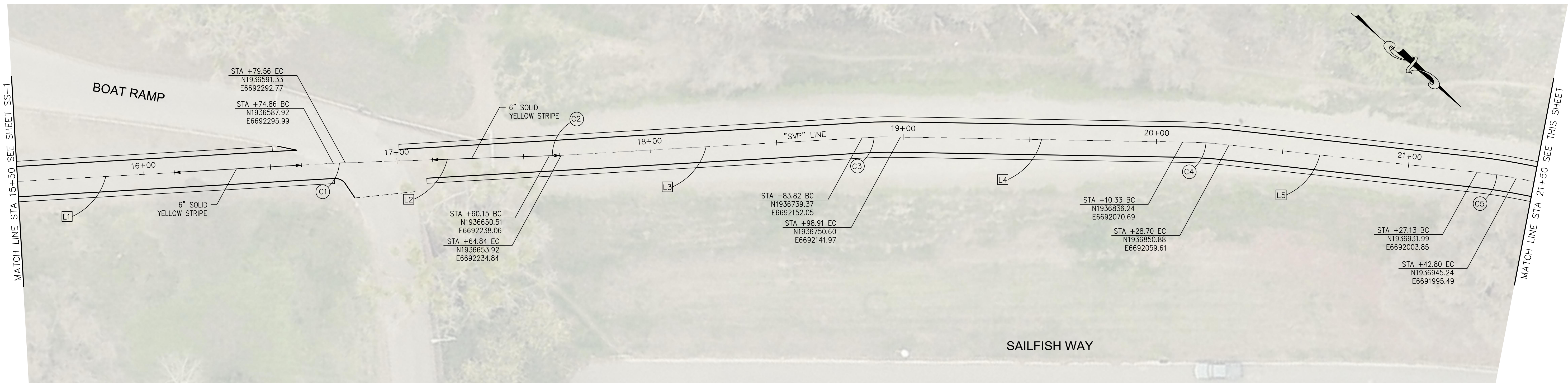
DRAWN BY: TECH	DESIGN BY: A. Randolph	CHECKED BY: P. Vulliet
DATE: 2/28/2019	R.C.E. 75035 DATE 2/28/2019	R.C.E. 70963 DATE 2/28/2019

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

SHEET No.	2 OF 10
SHEET	SS-1
OF	1
PN: K15185000	

PLOT STAMP: Thursday, February 28, 2019, 8:31:21 AM

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30% PLANS
NOT FOR CONSTRUCTION

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. <u>.5155 ft.</u>
DESCRIPTION	
BM 336-G3A	
HILTI NAIL LIGHT BASE SOUTH SIDE	
OCEANIC WAY AT No. 391 & 391 NEAR	
POCKET	

FIELD BOOK	1464
SCALE	
HORIZ. 1"=20'	
VERT. N/A	

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

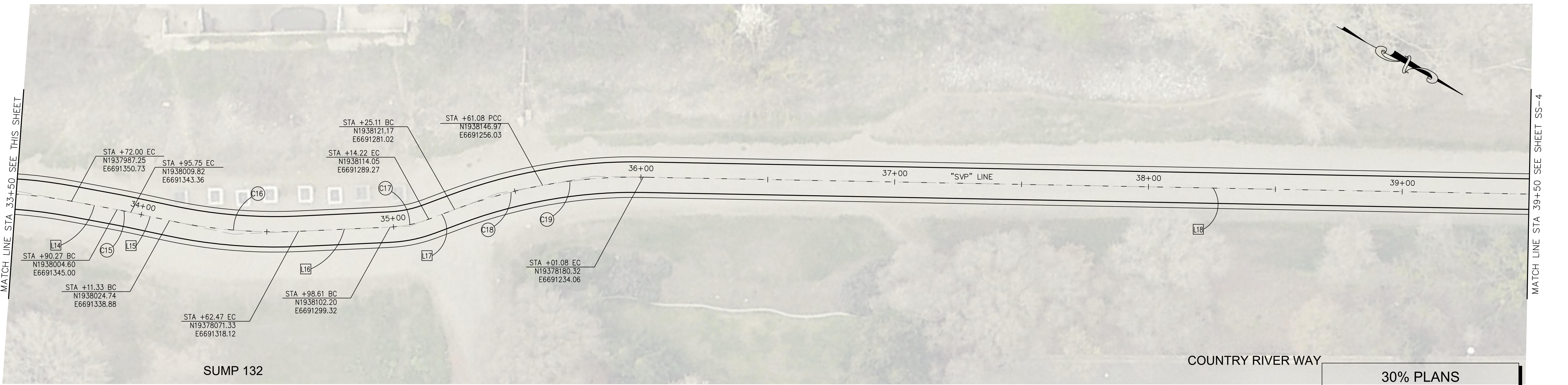
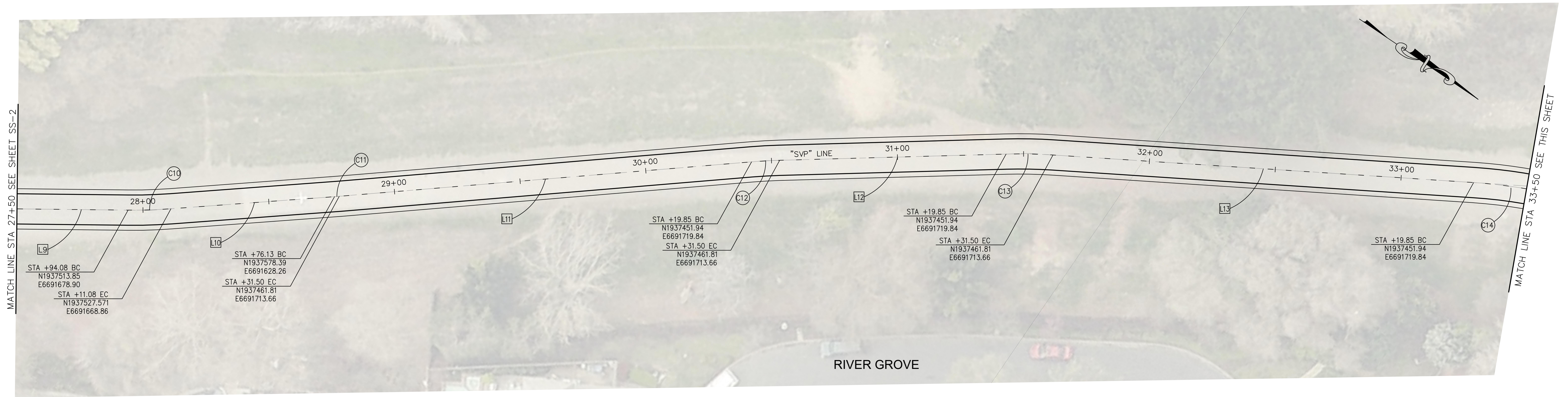
DRAWN BY: TECH	DESIGN BY: A. Randolph	CHECKED BY: P. Vulliet
DATE: 2/28/2019	R.C.E. 75035 DATE 2/28/2019	R.C.E. 70963 DATE 2/28/2019

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

PN: K15185000	SHEET No. 3 OF 10
	SHEET SS-2
	OF
	2

PLOT STAMP: Thursday, February 28, 2019, 8:31:53 AM

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30% PLANS
NOT FOR CONSTRUCTION

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. 5.155 ft
DESCRIPTION	BM 336-G3A
	HILTI NAIL LIGHT BASE SOUTH SIDE
	OCEANIC WAY AT No. 391 & 391 NEAR
	POCKET

FIELD BOOK	1464
SCALE	HORIZ. 1"=20'
	VERT. N/A

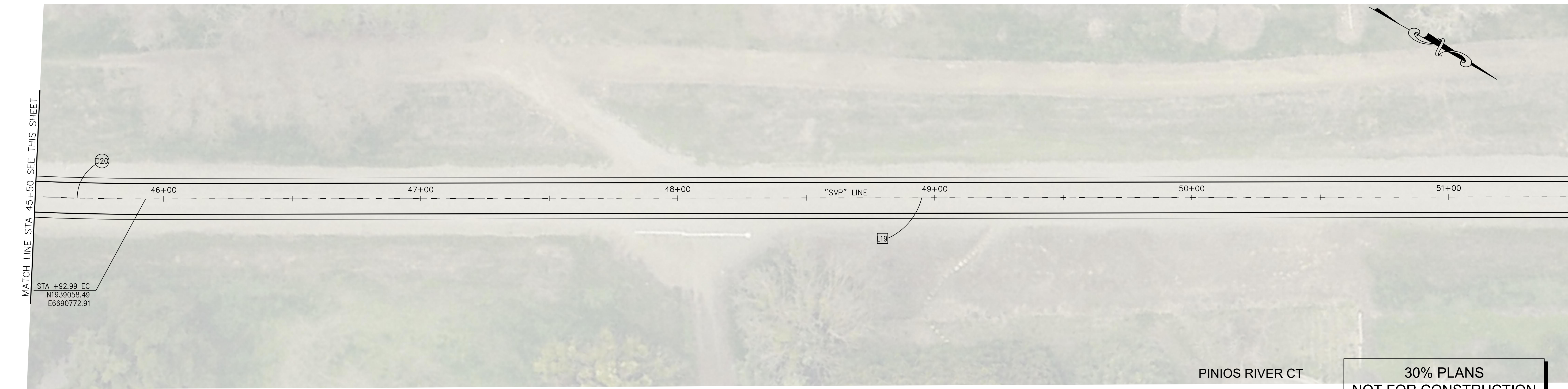
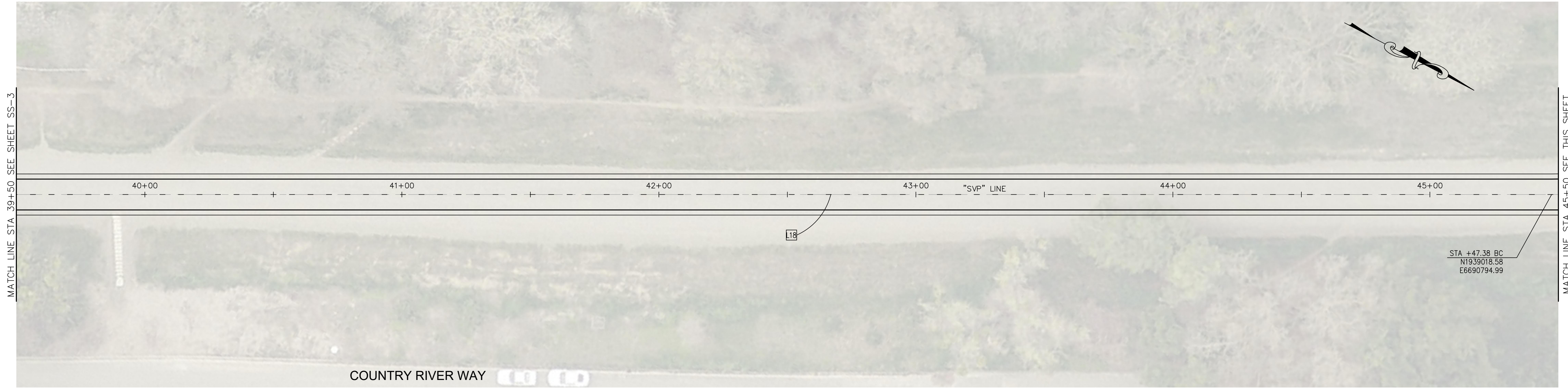
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DESIGN BY: A. Randolph	DATE: 2/28/2019	CHECKED BY: P. Vulliet	R.C.E. 70963 DATE 2/28/2019
DRAWN BY: TECH	DATE: 2/28/2019		

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

PN: K15185000	SHEET No. 4 OF 10
	SHEET SS-3
	OF
	3

PLOT STAMP: Thursday, February 28, 2019, 8:32:23 AM

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30% PLANS
NOT FOR CONSTRUCTION

REVISIONS			
NO.	DESCRIPTION	DATE	BY

BENCH MARK	ELEV. <u>5.155 ft</u>
DESCRIPTION	
BM 336-G3A	
HILTI NAIL LIGHT BASE SOUTH SIDE	
OCEANIC WAY AT No. 391 & 391 NEAR	
POCKET	

FIELD BOOK	1464
SCALE	
HORIZ. 1"=20'	
VERT. N/A	

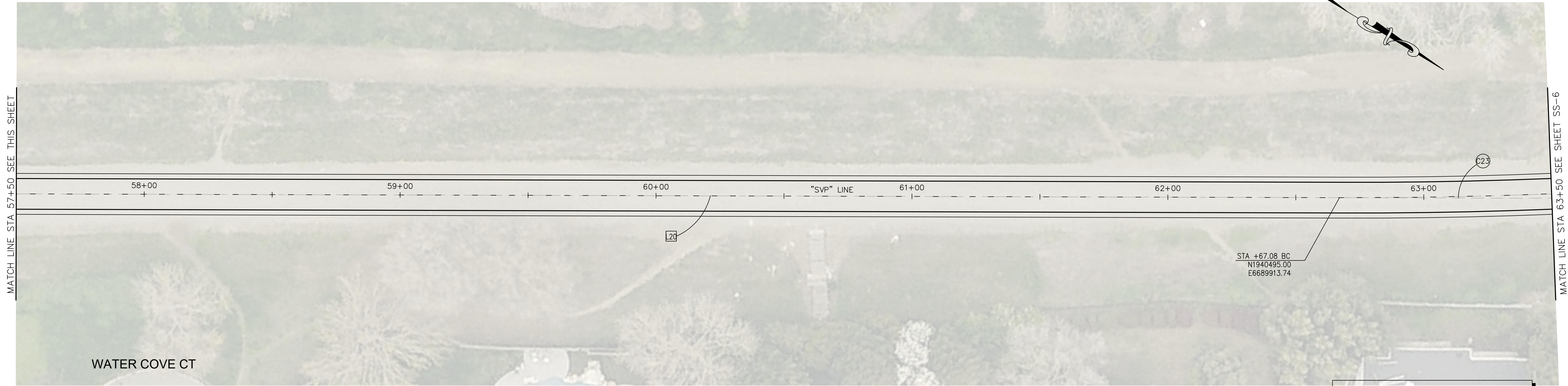
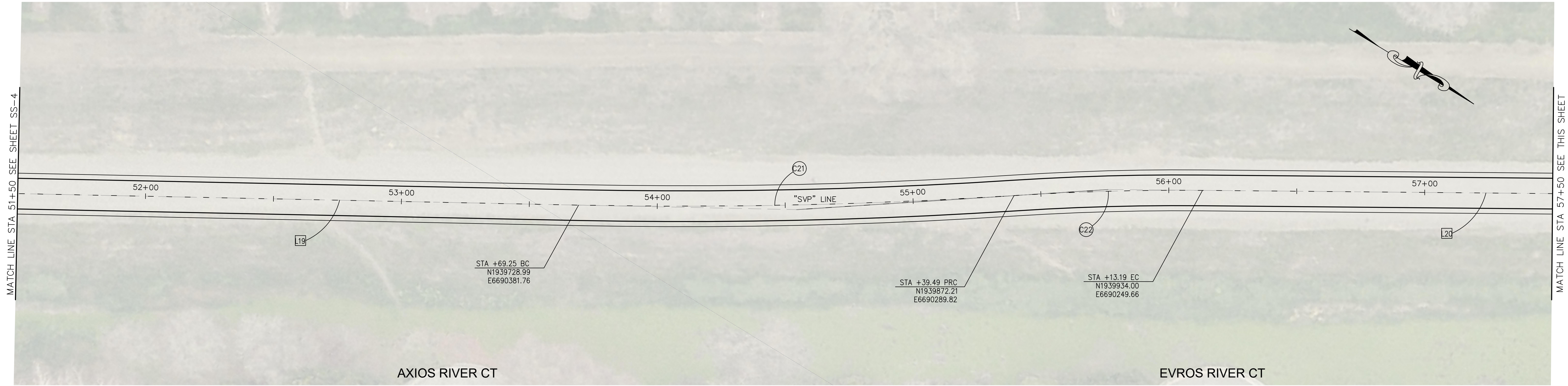
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DATE: <u>2/28/2019</u>	R.C.E. <u>75035</u> DATE <u>2/28/2019</u>	R.C.E. <u>70963</u> DATE <u>2/28/2019</u>	

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

PN: K15185000	SHEET No.	5 OF 10
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PLOT STAMP: Thursday, February 28, 2019, 8:32:56 AM

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30% PLANS
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NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. <u>.5155 ft</u>
DESCRIPTION	
BM 336-G3A	
HILTI NAIL LIGHT BASE SOUTH SIDE	
OCEANIC WAY AT No. 391 & 391 NEAR	
POCKET	

FIELD BOOK	
1464	
SCALE	
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VERT. N/A	

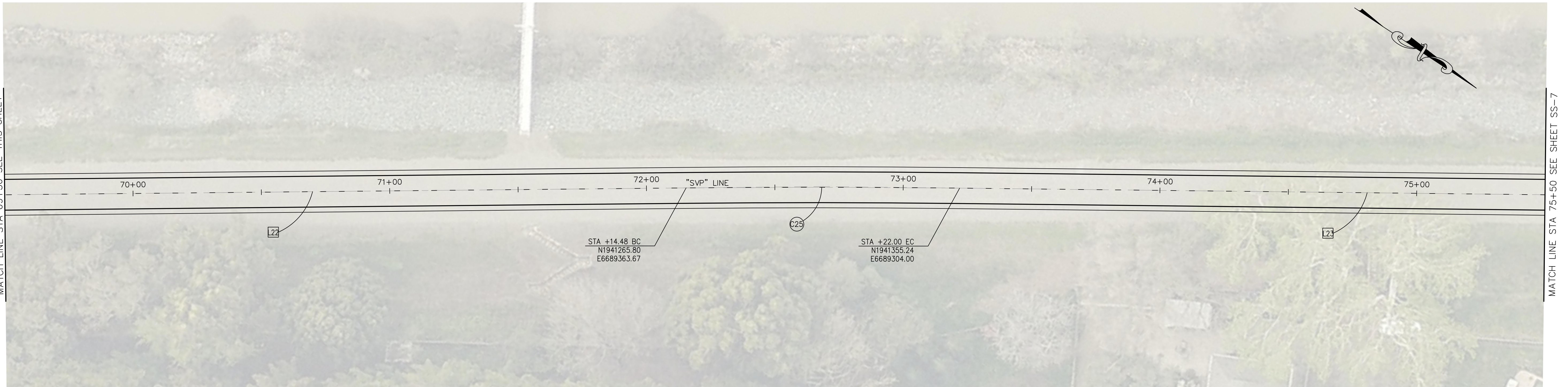
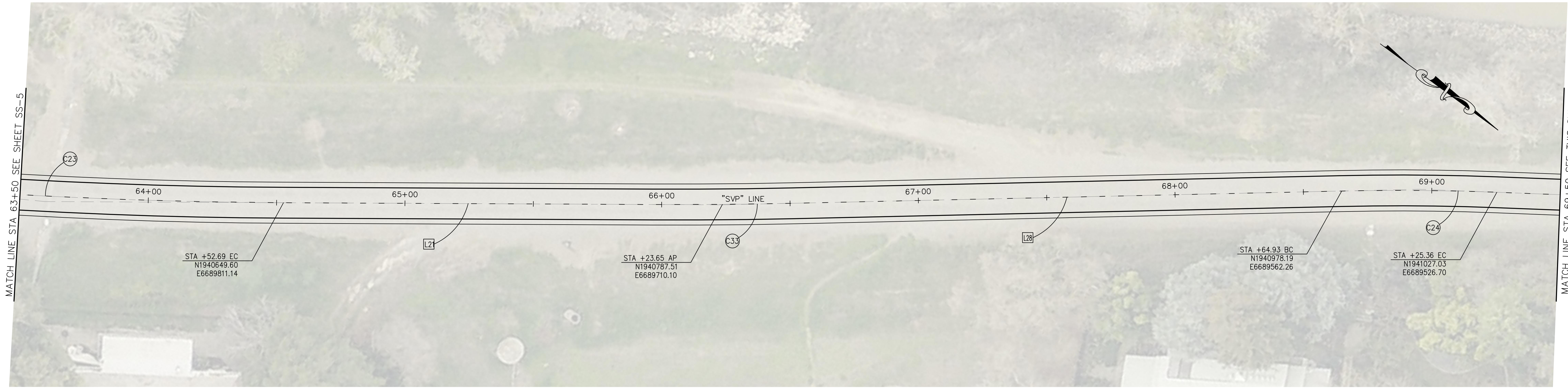
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DATE: <u>2/28/2019</u>	R.C.E. <u>75035</u> DATE <u>2/28/2019</u>	R.C.E. <u>70963</u>	DATE <u>2/28/2019</u>

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

PN: K15185000	SHEET No.	6 OF 10
	SHEET	SS-5
	OF	5

PLOT STAMP: Thursday, February 28, 2019, 8:33:23 AM

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30% PLANS
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BENCH MARK	ELEV. 5.155 ft
DESCRIPTION	
BM 336-G3A	
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FIELD BOOK	1464
SCALE	
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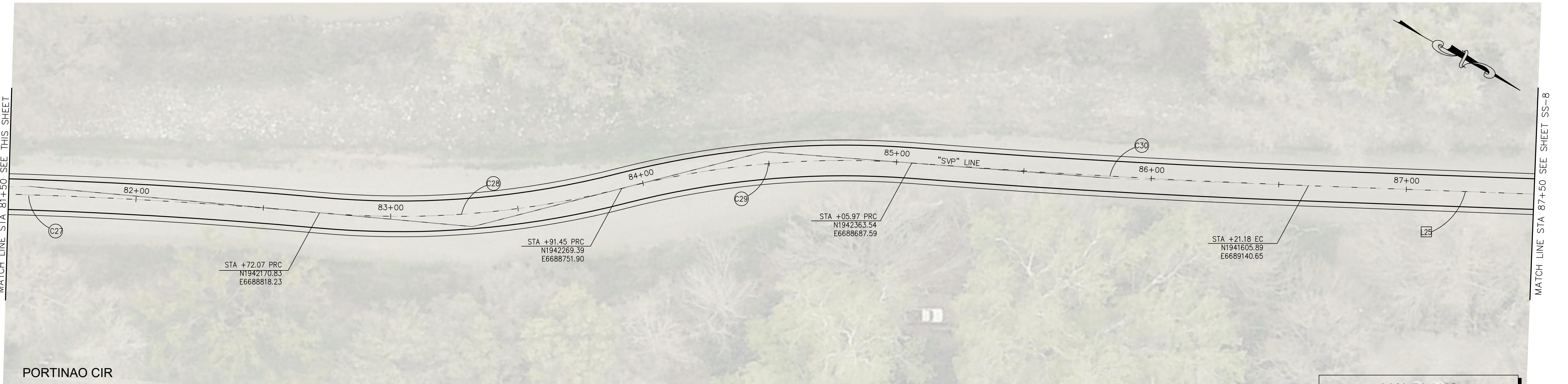
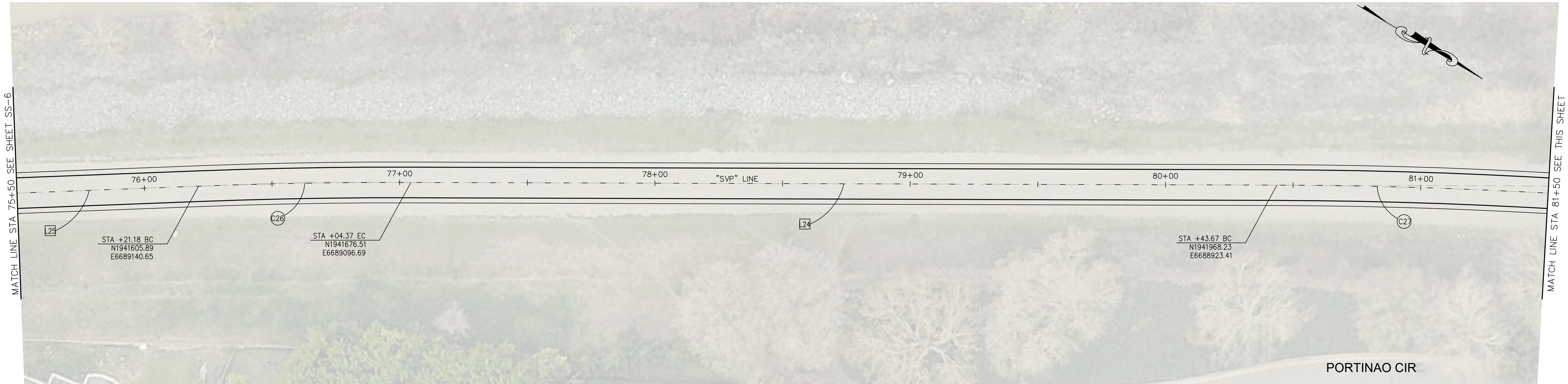
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DRAWN BY: TECH	DESIGN BY: A. Randolph	CHECKED BY: P. Vulliet	
DATE: 2/28/2019	R.C.E. 75035 DATE 2/28/2019	R.C.E. 70963 DATE 2/28/2019	

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

PN: K15185000	SHEET No.	7 OF 10
	SHEET	SS-6
	OF	6

PLOT STAMP: Thursday, February 28, 2019, 8:33:51 AM

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30% PLANS
NOT FOR CONSTRUCTION

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. <u>.5155 ft.</u>
DESCRIPTION	
BM 336-G3A	
HILTI NAIL LIGHT BASE SOUTH SIDE	
OCEANIC WAY AT No. 391 & 391 NEAR	
POCKET	

FIELD BOOK	
1464	
SCALE	
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VERT. N/A	

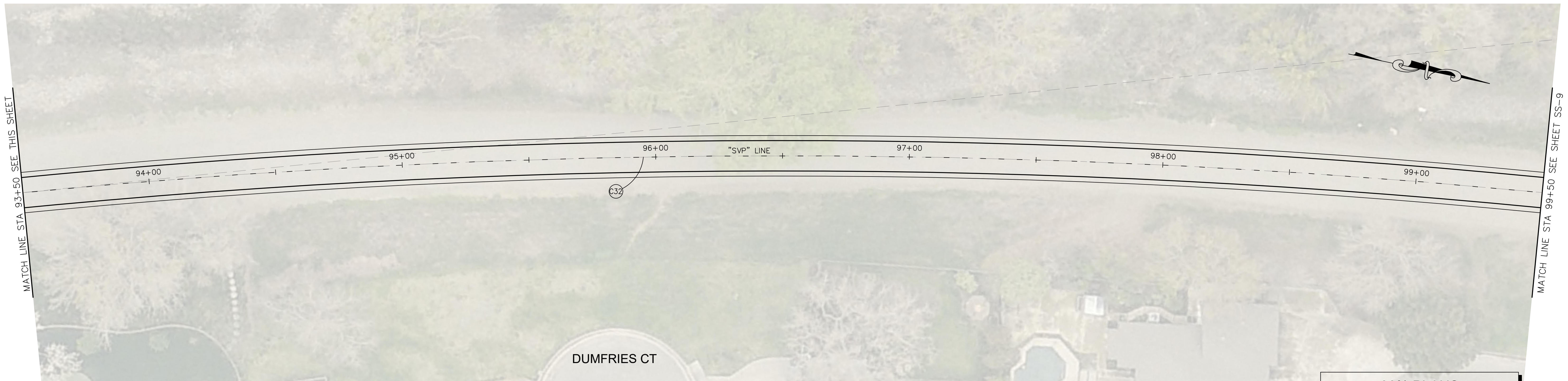
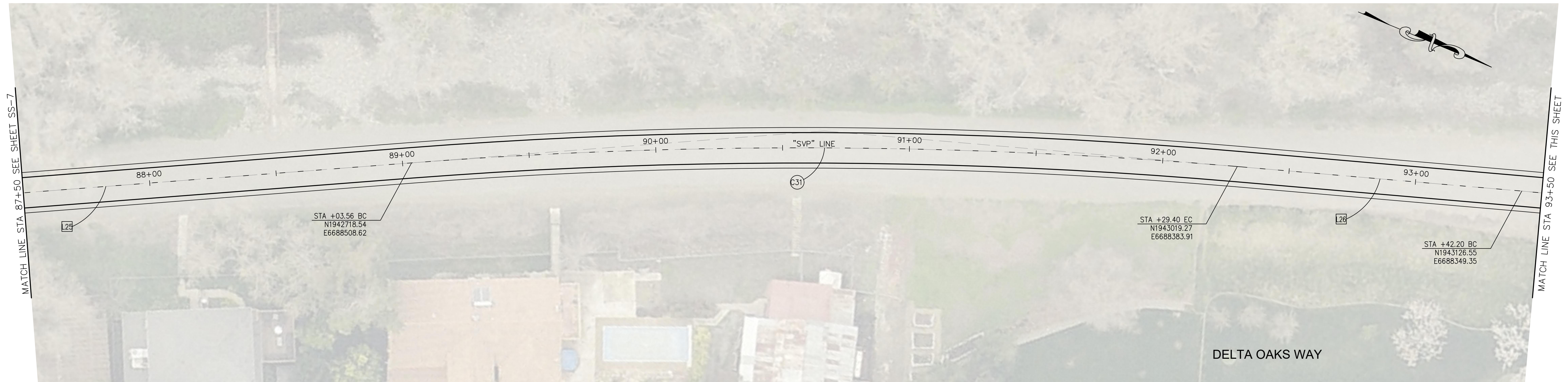
CITY OF SACRAMENTO DEPARTMENT OF PUBLIC WORKS			
DRAWN BY: <u>TECH</u>	DESIGN BY: <u>A. Randolph</u>	CHECKED BY: <u>P. Vulliet</u>	
DATE: <u>2/28/2019</u>	R.C.E. <u>75035</u> DATE <u>2/28/2019</u>	R.C.E. <u>70963</u>	DATE <u>2/28/2019</u>

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

PN: K15185000	SHEET No.	8 OF 10
	SHEET	SS-7
	OF	7

PLOT STAMP: Thursday, February 28, 2019, 8:34:21 AM

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30% PLANS
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NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. 5.155 ft
DESCRIPTION	
	BM 336-G3A
	HILTI NAIL LIGHT BASE SOUTH SIDE
	OCEANIC WAY AT No. 391 & 391 NEAR
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FIELD BOOK	1464
SCALE	
HORIZ. 1"=20'	
VERT. N/A	

CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS

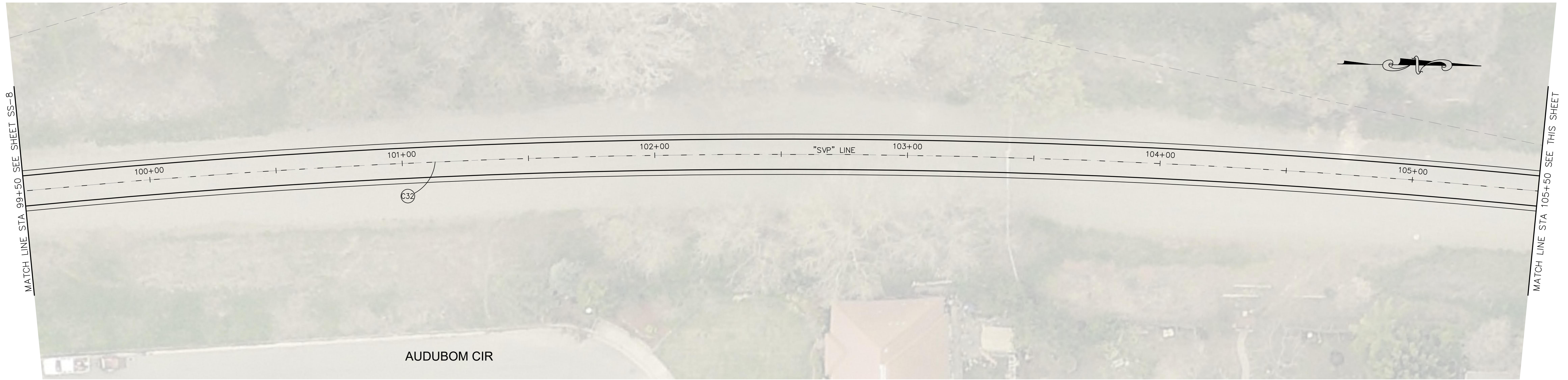
DRAWN BY: TECH	DESIGN BY: A. Randolph	CHECKED BY: P. Vulliet
DATE: 2/28/2019	R.C.E. 75035 DATE 2/28/2019	R.C.E. 70963 DATE 2/28/2019

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
(CENTRAL POCKET TRAIL)
SIGNING AND STRIPING

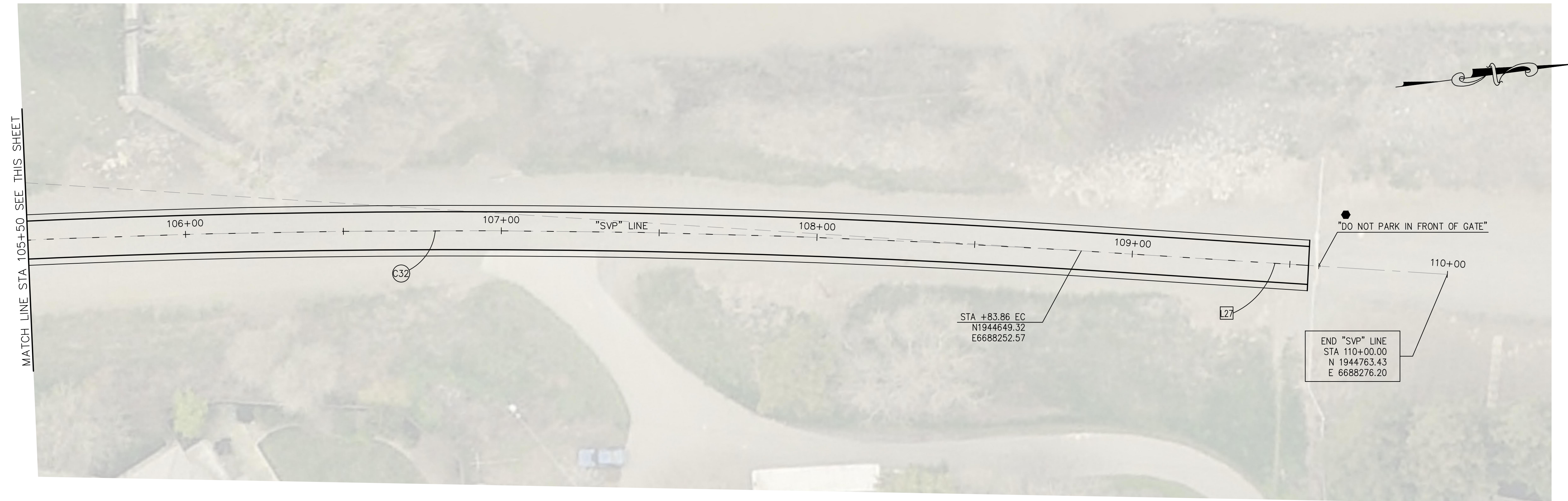
PN: K15185000	SHEET No.	9 OF 10
	SHEET	SS-8
	OF	8

PLOT STAMP: Thursday, February 28, 2019, 8:34:48 AM

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AUDUBOM CIR



END "SVP" LINE
 STA 110+00.00
 N 1944763.43
 E 6688276.20

30% PLANS
 NOT FOR CONSTRUCTION

NO.	REVISIONS DESCRIPTION	DATE	BY

BENCH MARK	ELEV. 5.155 ft.
DESCRIPTION	

FIELD BOOK	1464
SCALE	
HORIZ. 1"=20'	
VERT. N/A	

CITY OF SACRAMENTO
 DEPARTMENT OF PUBLIC WORKS

DRAWN BY: TECH	DESIGN BY: A. Randolph	CHECKED BY: P. Vulliet
DATE 2/28/2019	R.C.E. 75035 DATE 2/28/2019	R.C.E. 70963 DATE 2/28/2019

IMPROVEMENT PLANS FOR
SACRAMENTO RIVER PARKWAY
 (CENTRAL POCKET TRAIL)
 SIGNING AND STRIPING

PN: K15185000	SHEET No.	10 OF 10
	SHEET	SS-9
	OF	9

RESOLUTION NO. 97-590

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF OCT 21 1997

**A RESOLUTION OF THE CITY OF SACRAMENTO CITY COUNCIL CERTIFYING
THE ENVIRONMENTAL IMPACT REPORT, ADOPTING THE ATTACHED
CEQA STATEMENT OF FINDINGS OF FACT
AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND
ADOPTING THE MITIGATION MONITORING PLAN FOR THE
THE SACRAMENTO RIVER PARKWAY PLAN UPDATE (M91-006)**

The City Council of the City of Sacramento does hereby find, determine, and resolve as follows:

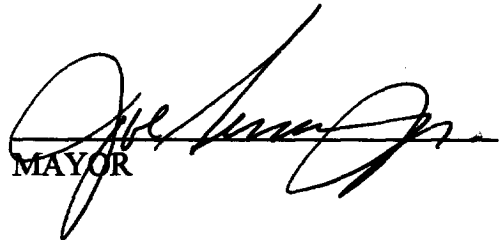
1. The City Council has considered the Final Environmental Impact Report for the Sacramento River Parkway Plan Update (herein FEIR), which consists of the Draft Environmental Impact Report, the Final Environmental Impact Report (dated September 1996) and Mitigation Monitoring Plan.
2. The City Council certifies that the Final Environmental Impact Report for the proposed Sacramento River Parkway Plan Update (herein FEIR) which consists of the Draft Environmental Impact Report, Final Environmental Impact Report, and Mitigation Monitoring Plan, constitutes an adequate, accurate, objective, and complete Final Environmental Impact Report, completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the Sacramento Local Environmental Procedures.
3. The City Council certifies that the FEIR has been presented to it and that the City Council has reviewed it and considered the information contained therein prior to acting on the proposed project.
4. To support the approval of the Sacramento River Parkway Plan Update and the FEIR, the City Council hereby adopts the attached CEQA Statement of Findings of Fact and Statement of Overriding Considerations and the attached Mitigation Monitoring Plan.
5. The City of Sacramento, as lead agency, caused an Environmental Impact Report ("EIR") on the Project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 *et seq.* (CEQA), the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 *et seq.*, and the City of Sacramento environmental guidelines.

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6. The Sacramento River Parkway Plan Update and the Draft Environmental Impact Report and Final Environmental Impact Report were heard by City of Sacramento Planning Commission on November 14, 1996.
7. The Sacramento River Parkway Plan Update and the Draft Environmental Impact Report and Final Environmental Impact Report were heard by the City of Sacramento City Council on January 14, 1997, March 4, 1997, May 27, 1997, September 16, 1997 and October 21, 1997.
8. The City of Sacramento has prepared Findings as per CEQA Guidelines, Section 15091.
9. The following information is incorporated by reference and made part of the record supporting these findings:
 - A. The Draft Environmental Impact Report and Final Environmental Impact Report.
 - B. The City Council staff report for October 21, 1997 includes a determination that removal of the Private Inholdings Area (PIA) designation from the Sacramento River Parkway Plan Update does not affect the FEIR conclusions. The FEIR is adequate to support adoption of the Sacramento River Parkway Plan Update as revised per Council's direction (September 16, 1997) to delete the PIA.
10. The findings, determinations, and certifications contained in this resolution reflect the independent judgment of the City Council of the City of Sacramento.


MAYOR

ATTEST:


CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: 97-590
DATE ADOPTED: OCT 21 1997

CEQA STATEMENT OF FINDINGS OF FACT

FOR

The Sacramento River Parkway Plan Update

EIR (M91-006)

(State Clearinghouse Number 9310286)

Prepared By:

City of Sacramento Planning Services Division

October 1997

RESOLUTION No. 97-590

OCT 21 1997

**FINDINGS OF FACT REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE
SACRAMENTO RIVER PARKWAY PLAN UPDATE**

The Environmental Impact Report for the Sacramento River Parkway Plan Update, prepared in compliance with the California Environmental Quality Act, evaluates the potentially significant and significant adverse environmental impacts which could result from adoption of the project or alternatives to the project.

Because the EIR indicates the implementation of the project (or project alternatives) would result in certain unavoidable adverse impacts, the City is required under CEQA, and the State and City guidelines adopted pursuant thereto, to make certain findings with respect to these impacts. The required findings appear in the following sections of this document. This document lists all identified potentially significant and significant impacts of the project. Each of the remaining potentially significant or significant impacts is considered acceptable by the City Council based on a determination that the benefits of the project (listed in the Statement of Overriding Considerations, Section V) outweigh the risks of the potentially significant environmental effects of the project.

I. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED

Finding - As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Sections 15091, 15092, and 15093, the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed below, as identified in the EIR.

These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

The "Facts in Support of Finding" are numbered consecutively for each EIR section, e.g., Land Use. The number that follows references the mitigation measure number listed in the DEIR.

AIR QUALITY

Significant Impacts

6.3-4 Construction Dust and Particulate Matter

Construction activities associated with future development in the Parkway will result in the generation of fugitive dust and particulate matter which will temporarily increase PM-10 levels in the vicinity of the project site. Dust emissions from development of the Parkway will vary depending on the type of construction project, the equipment used and its size. Additional construction impacts, if any, will be determined at the time that specific construction projects undergo environmental review. It is anticipated that construction activities will create a significant avoidable PM-10 impact.

Land use sensitivity of adjacent land uses to temporary construction impacts is greatest in the Greenhaven Pocket area where residential uses are directly adjacent to the Parkway and a potential alignment for the multi use trail. Due to the close proximity of a sensitive receptor population to the Parkway, careful dust control and minimization of idling or stationary combustion equipment must be practiced during Parkway construction projects.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

The significance threshold for PM₁₀ is 275 pounds per day. At a program level, it is not known what the total level of construction related PM-10 will be. The SMAQMD does however, suggest methods to reduce construction related PM-10 emissions. Employment of these measures should reduce impacts to a less than significant level. These mitigation measures are however, developed at a program level of review. Further project specific analysis and mitigation may be required when design details and construction methods of the proposed project area available.

- (1) Prior to issuance of a special permit for construction of any phase of the project, a separate analysis of construction related PM-10 emissions shall be conducted.
- (2) Based on the project specific analysis (see item (1) above) the following types of mitigation measures shall be employed:
 - (a) Water all unpaved construction areas at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Water twice daily or cover stockpiles of sand, soil, and similar materials with a tarp.
 - (b) Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - (c) Increase the frequency of City street cleaning along streets in the vicinity of the construction site.
 - (d) Work should be restricted or banned on days of high winds (> 30 mph) or when air quality violations are expected (as determined by the SMAQMD).
 - (e) On-site vehicle speed on unpaved surfaces shall be limited to 15 miles per hour.
 - (f) Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
 - (g) Revegetation of construction areas and staging areas shall take place immediately following completion of each project component.

NOISE

Significant Impacts

6.4-1 Noise Generation - Project Specific Impacts

Adoption of the Parkway Plan may increase noise levels in the area due to Parkway users. Long term noise may be created by bicyclists, equestrians and pedestrians using the public recreation access, especially off-street trails. Sensitive receptors in the vicinity of the Plan area are primarily residential uses. The Parkway access points and trail system will be closed from sunset to sunrise so that Parkway-related nighttime noise should not be a problem for adjacent residents.

The location of off-street trails and public access points near residential areas is likely to generate additional human activity, and therefore, additional long term noise. Although bicycles, pedestrians and equestrians are quiet modes of transportation, communication between users could occur and annoy nearby residents. Additional noise could result from neighborhood dogs barking at the off-street trail users.

Unlawful use of the off-street trail by motorized vehicles may occur on occasion. Use of bikeways by motorized vehicles would be of particular concern in areas where bikeways intersect with surface streets which allow motorists to gain access to the trails without traffic controls. Motorized vehicles would increase noise levels on off-street trails. Barriers and signage at access points and patrol of the area should reduce this impact to less-than-significant.

Noise associated with Parkway users is expected to be intermittent and not violate local Noise Ordinance. However, it is likely that any additional noise from Parkway users may be considered a nuisance.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

1. Sound barriers (fencing and landscaping) shall be used, where feasible, to buffer residents from Parkway user noise.
2. All access points and the off-street trail system shall be closed to the public from sunset to sunrise to reduce evening noise.
3. Site off-street trails as far away from residential receivers as possible without impacting wildlife habitat value.

6.4.2 Noise Generation - Cumulative

It is expected that there will be cumulative noise impacts from the implementation of the Parkway Plan. Although the Parkway Plan does not propose construction activities, the implementation of future construction projects within the Parkway will create a situation that increases Parkway users. The main cumulative impacts are expected to be associated with bicycle and pedestrian uses of the Parkway as the off-street trail and access points are implemented.

Vehicle traffic is not anticipated to contribute significantly to the cumulative noise impact. Access points within residential areas, with the exception of existing developed parks, will not provide access for motor vehicles. Policies in the Parkway Plan and mitigation measures in this EIR will discourage vehicle access to the Parkway except at major access points that do not impact residential neighborhoods.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

Refer to Mitigation Measure 6.4-1 within this section as the mitigation recommended for the proposed project and all development alternatives to reduce the magnitude of the noise impact to less-than-significant.

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BIOLOGICAL RESOURCES

Significant Impacts

6.5-3 Special Status Species - Swainson's Hawk

Implementing the Parkway Plan is not likely to result in the loss of nesting habitat given that a goal of the Parkway Plan is to retain riparian habitat. The Parkway Plan contains the following policies which addresses protection of special status species.

- N8 Endangered or threatened species and their habitat shall be protected from encroachment by designating the areas Riparian Habitat Preserve or Nature Study.
- R3 Recreational activities which are hazardous or incompatible with Parkway natural habitat and uses, or detrimental to adjacent and surrounding habitat are prohibited.

Construction activities and public access related to implementation of the Plan may, however, depending on the site, result in disturbance to nesting activities. Any disturbance or loss of habitat would be considered a significant impact.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

At a program level, the following mitigation measures would reduce potential impacts to Swainson's Hawk species and habitat to a less-than-significant level:

1. Prior to approval of development plans under the Parkway Plan policies, a determination shall be made regarding the sensitivity and suitability of the project area for Swainson's Hawk habitat. If the project site is sensitive, California Fish and Game shall be consulted and a habitat survey prepared. Impacts to this species shall be avoided or mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game.
2. Development projects in the Parkway that may impact Swainson's Hawk habitat shall be required to prepare a mitigation and operation plan for Swainson's hawk nesting habitat affected by proposed projects. The mitigation and operation plan shall be submitted to DFG for review and approval prior to construction of projects.
3. Nesting habitat lost shall be replaced in accordance with requirements imposed by DFG for mitigation for loss of nesting habitat.

NOTE: The DFG mitigation guidelines (revised 1992) for Swainson's hawk specify that no disturbance shall occur within a half-mile of an active nest between March 1 and August 15 to avoid construction of other project related activities which may cause nest abandonment or adverse disturbance to nearby active nest during the breeding season. There are known nesting sites within the Parkway.

4. Prior to construction of any Parkway development, hire a qualified biologist to conduct a survey within a ½ mile radius of the site to determine the location of active nests.
5. Avoid construction of any Parkway development project during the breeding/nesting season of the Swainson's hawk of March 1 through August 15 to avoid disturbance of nesting pairs within a half-mile radius of the project site.

6.5-4 Special Status Species - Valley Elderberry Longhorn Beetle (VELB)

The Valley Elderberry Longhorn Beetle (VELB) makes exclusive use of elderberry shrubs as host and use mature shrubs with stems having diameter greater than one inch to complete their life cycle. Elderberry bushes are abundant in many parts of the Plan area, and occurrences of the beetles have been recorded.

While specific projects are not identified by the Parkway Plan, implementation of Parkway Plan policies and land use designations will result in increased public access and development of facilities in the Plan area. The Plan policies propose controlled public access in areas that are sensitive to habitat issues. In addition, the plan proposes the following policies for preservation and restoration of vegetation.

N1 Although the Parkway is to be developed for human use, the natural environment shall be protected, preserved and enhanced to the fullest extent possible, especially large aggregations of riparian vegetation and wildlife.

N4 Areas designated for habitat restoration shall be planted with native or indigenous species.

Implementation of the policies is expected to reduce potential impacts to vegetation, however, specific guidelines for implementation of these policies have not been included in the Plan. Therefore, the project could have a significant impact on the VELB.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

At a program level, the following mitigation measures would reduce potential impacts to VELB species and habitat to a less-than-significant level:

1. Prior to approval of development plans under the Parkway Plan policies, a determination shall be made regarding the sensitivity and suitability of the project area for VELB habitat. If the project site is sensitive, California Department of Fish and Game shall be consulted and a habitat survey prepared. Impacts to this species shall be avoided or mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game.

6.5-5 Impacts to Shaded Riverine Aquatic (SRA) Habitat

Two potential sources for adverse impacts to SRA exist in the Parkway Plan area; these are public access to the riverbank and riverfront development projects. Currently, public access is uncontrolled in most segments of the proposed Parkway Plan area. This uncontrolled access often results in trampling of vegetation, loosening of soil or compaction of soils on repeatedly used areas causing soil erosion and subsequent loss of vegetation.

It is the stated goal of the Plan "To preserve, protect and enhance the natural and cultural resources of the Parkway." However, the Parkway Plan will facilitate recreational access to the river in the Plan area through implementation of its policies which provide for development of trails and public access points. Although the Plan policies recommend controlled access, there may be an increase in the numbers of anglers fishing from shore or other casual users wishing to get to the water's edge as a result of plan implementation. Such activities have the potential to result in bank trampling, branch cutting, fires and littering. At a program level of review, there is the potential for loss or degradation of SRA habitat which is a potentially significant impact.

Waterfront developments in areas of existing SRA habitat would result in direct adverse effects to this habitat type. The Parkway Plan, however, does not propose specific waterfront development projects and does not increase the potential for river front development over existing conditions. The previously listed Parkway Plan policies address natural resource protection, erosion control and recreational use, and provide guidance for protection of the sensitive habitat areas including the SRA habitat.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

The following mitigation measures will reduce program level impacts to a less-than-significant level:

1. Prior to approval and implementation of the individual Parkway Plan development projects, an assessment of SRA habitat shall be made to determine if such habitat is on site or would be affected by development. Facilities which could directly or indirectly affected SRA habitat shall minimize impacts in accordance with guidelines established by the State Lands Commission and other trustee agencies. Actions to minimize impacts shall include, but are not limited to:
 - a) design modifications to avoid direct impacts and disturbance to SRA habitat.
 - b) retention or replanting of canopied, multi-story vegetation along the riverbank to maintain a shaded habitat.
 - c) erosion control measures on site (both during construction and long term operation) to avoid run-off, debris and turbidity in the identified SRA area. (See also Water Quality Mitigation Measure 6.6-1).

IMPACT 6.5-6 Impacts to Aquatic Habitat and Fisheries From Increased Erosion of the Riverbank and Siltation of Adjacent Receiving Waters (Water Pollution)

Water pollution from siltation in the lower Sacramento River can potentially adversely affect aquatic biota through acute or chronic toxicity, through effects on behavior, or smothering or choking by siltation.

The Parkway Plan will facilitate recreational access to the river in the Plan area through implementation of its policies which provide for development of trails and public access points. Increased public access could result in trampling of vegetation and subsequent exposure of the riverbank to the erosive processes of rainfall runoff, and wave action. This in turn can lead to increased run-off, siltation and turbidity which can affect aquatic habitats. Policies are however, included in the Parkway Plan that reduce the potential for water quality impacts (See discussion of polices under Impact 6.5-1). These policies will reduce impacts, but, may not reduce them to a less-than significant level. As such, the potential exists for significant impacts to aquatic habitats resulting from increased erosion from implementation of individual Parkway projects. As such, program level

mitigations are proposed to reduce program level impacts and guide project specific development. Each project specific development will also be subject to separate project level environmental review which may result in additional mitigation measures.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

At a program level, no direct impacts can be determined, however, implementation of individual Parkway development projects may result in impacts. To reduce impacts to the aquatic environment, implement Mitigation Measure 6.6-1 of the Water Quality Chapter. Implementation of this mitigation measure will reduce program level impacts to less than significant.

IMPACT 6.5-7 - Special Status Species (Delta Smelt and Winter Run Chinook Salmon)

The adoption of the Parkway Plan will not result in direct mortality or the loss of occupied habitat. Impacts to special status species and their habitat are most likely to occur as a result of construction and operations of recreational facilities along or near the river. Siltation and loss of habitat would adversely effect these species.

As such, the potential exists for significant impacts to aquatic habitats resulting from increased erosion from implementation of individual Parkway projects. As such, program level mitigations are proposed to reduce program level impacts and guide project specific development. Each project specific development will also be subject to separate project level environmental review which may result in additional mitigation measures.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

At a program level, no direct impacts can be determined, however, implementation of individual Parkway development projects may result in impacts. To reduce impacts to the aquatic environment, implement Mitigation Measure 6.6-1 of the Water Quality Chapter. Implementation of this mitigation measure will reduce program level impacts to less than significant.

WATER QUALITY

Significant Impacts

6.6-1 Run-off and Erosion from Public Access Routes and Parking

The proposed project is a policy document which, in and of itself, does not directly result in physical development activities. The Plan does propose however, limited trails, accessways and parking areas along the river. Although the precise design of these accessways and facilities is not known, some potential program level impacts may be identified. More specific environmental review prior to facility development may identify additional impacts. At a program level, runoff from paved road surfaces, such as parking areas for recreation areas, may include hydrocarbons, rubber, metals, and sediments which are washed directly into storm drains and drainage channels. Clearing and grading could increase erosion potential in the area by channelizing surface flow and exposing soil. Sediments from erosion would be carried through drainage channels to the river. Run-

off, erosion and sedimentation are considered significant adverse water quality impacts. The Proposed Plan includes the following policies to reduce erosion:

- E1 Reduce indiscriminate foot and bicycle traffic on levee slopes by providing trails, fencing and signage to channel traffic to key points.*
- E2 Avoid use of soil sterilents or herbicides over large areas as this would encourage surface erosion.*
- E3 Indigenous grasses and other native vegetation should be used to stabilize the soil and reduce rain water runoff.*
- E4 Close portions of the Parkway as needed to restore eroded areas.*

The proposed policies will reduce impacts of plan adoption, however, additional site specific mitigation measures may be required for individual developments. At a program level, there may be potential significant erosion and run-off impacts from implementation of facilities included in the Plan.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

The following program level mitigation measures are standard procedures for reducing run-off and erosion which may be applied as appropriate to most facility developments. Once designs are developed for each facility, detailed project specific environmental review may identify refinements or additions to these mitigations based on the specifics of the project. These mitigation measures will reduce potential program level impacts to less-than-significant.

1. To the extent possible, use indigenous plants to landscape new and/or enlarged parking facilities and create a vegetation buffer to collect and treat such parking lot runoff before it enters the river.
2. For new parking lot areas or large impervious surface areas, incorporate into the drainage plan inlet catch basins containing grease/sediment traps.
3. For new parking lot areas or large impervious surface areas, implement a parking lot cleaning and maintenance program designed to minimized the introduction of toxic materials into the Sacramento River from parking lot runoff. Instruct maintenance personnel to promptly clean any oil/grease or other toxic deposits discovered on the premises.
4. Require erosion control and on-going maintenance in order to prevent and repair damage and erosion caused by use. Implement trail maintenance and erosion control measures and monitor for effectiveness.
5. Implement landscape maintenance program to integrate Best Management Practices which eliminate, reduce and minimize the use of pesticides and herbicides which contribute to non point source pollution.

IMPACT 6.6-2 Construction Silt and Erosion

The Parkway Plan adoption, in and of itself, will not directly result in construction activities. The Plan does, however, include policies and concepts for riverfront access and use which may result in future development projects. Each of these potential development projects will be subjected to individual site specific environmental review prior to implementation. At a program level, however, mitigation measures are proposed to guide the design and implementation of such projects. The primary construction impact on water quality would result from site grading activities. Construction activities may require either removal, or scarification and recompaction of surface soils in several areas. These activities could disturb existing vegetation and enable erosion to occur to exposed soil surfaces. Several factors could affect the amount and severity of soil eroded, including the time of year, weather conditions, and construction practices utilized for the project. If the eroded soils are allowed to enter the Sacramento River, a negative impact on water quality due to increased turbidity levels could occur. However, if this would occur it would likely be during storm events when the turbidity level of the Sacramento River is already high due to upstream erosion.

The Parkway Plan recommends some public facility development along the river to allow for habitat appreciation and recreation. Facilities include parking areas, and trails. The disturbed areas adjacent to new parking lots and trails, and exposed and disturbed soil associated with new and rehabilitated trails would contribute to siltation for the first one or two rainy seasons subsequent to construction, and could adversely affect the water quality of onsite drainage. This could generate significant impacts, however these impacts would be reduced to less-than-significant levels by mitigation proposed.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

The following mitigation measure will reduce program level impacts to a less-than-significant level:

1. Restrict any construction grading to the dry season between May 1 and September 30.
2. All construction activities shall be done in accordance with the City's Grading, Erosion and Sediment Control (GESCC) Ordinance 93-068 and shall include grading techniques which control excessive runoff during construction.
3. Dust and soil erosion control measures shall be implemented during the construction phase of the proposed project. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:
 - a. watering exposed soils;
 - b. covering exposed soils with straw or other materials;
 - c. Adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
 - d. Covering trucks containing loose and dry soil;
 - e. Providing interim drainage measures during the construction period.
4. In non-pavement areas, any vegetation covered or removed during construction (including slope protection) should be replanted following construction.
5. Depending upon the magnitude and location of individual Parkway projects, consideration should be given to installation of a silt curtain during construction of the slope protection in order to minimize increases in turbidity resulting from construction activities in the water.

6. All construction materials which have the potential to contaminate the riparian habitat-- such as fuels, paints, solvents, cement additives--should be identified in advance of construction. A plan should be provided by each contractor using such materials covering storage, use and clean up for all such materials. An emergency response plan should be provided by the lead contractor or supervising agency to cover spills of such materials.
7. Post construction BMP's as approved by the Department of Utilities for the long term enhancement of stormwater run-off shall be implemented.

IMPACT 6.6-4 Litter and Debris

Litter from boats and from land-based activities can impact the Sacramento River's water quality. This is an existing problem, and the proposed project and all of the alternatives (except AA, no project) could exacerbate the impact. Litter resulting from land-based uses of the project site that is improperly disposed of can end up in the river either directly, or by wind or rain action. The more intensive the use of the project site, the greater potential of the impact due to litter.

Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

The following mitigation measures must be implemented in order to lessen project impacts from litter to a less than significant level for the proposed project, and alternatives.

1. Trash receptacles sufficient to handle waste generated by users of the project shall be placed in convenient locations in order to facilitate their use. Consistent maintenance to dispose of overflowing trash containers should be undertaken particularly during peak use season.
2. In public use areas, require education and signage as part of the development to inform users of the importance of proper litter disposal.

II. **SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED**

Impact 6.7-3 **Public Safety - Flood Risks**

The Project is located in the FEMA designated Zone AE of the 100 year flood plain. Occupation of buildings, restaurant or marina by employees or patrons during flood conditions would expose the occupants to risk of injury or death. According to CEQA, a project will have a significant impact if it will "create a potential public health hazard...." Additionally, the City of Sacramento Land Use Planning Policy Draft EIR states that "a significant impact would occur if, as the result of the project, any deaths and/or property damage occurred during a 100-year or lesser flood...."

The proposed project and alternatives are located in an area of the City determined to have less than 100-year flood protection resulting in exposure to flood hazards. Implementation of the project will therefore, expose people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA.

The adoption of the Parkway Plan will encourage the public to visit the Sacramento River which would potentially increase the risk to public safety during a flood event. The Plan does contain policies that would reduce the risk to public safety. In addition, emergency flood measures, including patrols of the levees, already implemented by the California State Reclamation Board, in conjunction with the mitigation measure listed below, would reduce the public safety impact. Risks will be reduced, however, since Sacramento is a high flood risk area, risks will remain a significant impact.

Facts in Support of Finding

Development under the Proposed Plan and Alternatives will be required to comply with all requirements of the "City/County Land Use Policy within the 100 Year Flood Plain". The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the City Council on February 6, 1990. A Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City was prepared for and certified by the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy are applicable to the proposed project. These findings are forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento.

For the Proposed Project which include non-residential uses, the applicable provisions of the Sacramento City Code permit development on the project site provided applicants, by agreement with the City, assume the risk of all flood-related damage to any permitted new construction, agree to notify subsequent purchasers of the flood risk, and ensure that any new construction complies with City-imposed design restrictions aimed at reducing the risk of flood-related property damage and personal injury.

Impact 6.9-1

Public Safety: Security of Private Property

The safety of trail neighbors is an area of concern for the Parkway. Potential impacts of parkway and trail construction would be use of the trail to gain unlawful access to adjacent properties. Trail neighbors have concerns regarding increased trespass and loss of privacy for adjacent property owners. The Parkway Plan includes the following policy measures which address potential safety and use conflicts:

General Policies

- G6 *The Parkway shall be protected from injurious or incompatible elements associated with adjacent land uses.*
- G7 *Land adjacent to the Parkway shall be protected from injurious or incompatible elements associated with Parkway land uses.*

Recreational Use Policies

- R2 *"Recreational Area" activities and facilities shall be accommodated only at designated locations which afford minimal conflict with adjacent land uses, natural and cultural resources.*
- R3 *Recreational activities which are hazardous or incompatible with Parkway natural habitat and uses, or detrimental to adjacent and surrounding habitat are prohibited.*

Trail Policies

- T8 *Trail segments should be implemented with sufficient funds to provide for operations, maintenance and security of that segment of the Parkway.*

Public Access Policies

- P4 *Boundaries between public and private land within the Parkway shall be identified with signage and appropriate barriers.*
- P5 *Public access to the Parkway shall be limited to daylight hours (dawn to dusk). Hours of operation for the Parkway shall be posted at all access points.*
- P6 *All access points shall have gates to control and prevent vehicle access. The gate design shall conform to board of Reclamation requirements. The Board and local law enforcement shall have keys to all public access gates.*
- P7 *Motorized vehicles, with the exception of maintenance and emergency vehicles, shall not be allowed within the Parkway except at established parking lots, boat ramps and other designated areas.*
- P8 *Access points and associated improvements shall be designed to minimize impact upon adjacent land uses.*

Security Policies

The Parkway Plan recognizes that residential property owners along the Parkway are concerned about privacy and security as the Parkway is developed. To that end, the City of Sacramento will not contest applications to the State Department of Water Resources for private fences in the Parkway provided that: 1) the fence is located on private property; 2) the fence request is in an area for which recreation easements are not planned for acquisition in the short term; and 3) the fence does not extend below the mean high water mark below which is the jurisdiction of State Lands Commission (SLC). In addition the following policies are designed to minimize the impact of Parkway development on the security and privacy of residential property owners within and adjacent to the Parkway.

SE1 All public access points will be closed at sunset.

SE2 The Parkway shall be patrolled on a regular basis. Patrols should be increased during the summer when the Parkway gets the most use.

SE3 In order to minimize potential security and privacy problems for land owners adjacent to the Parkway, vegetative screening, fencing or other security measures should be implemented in tandem with Parkway development.

SE4 The boundary between private and public property within the Parkway boundaries shall be clearly identified with fencing and signage.

Implementation of the proposed Parkway policies will provide neighbors with some level of security, however, whether funding will always be available for public safety officers to patrol the Parkway is uncertain. A recent ballot measure (Measure B) to provide additional funding for Park Rangers in the American River Parkway was not successful and the County was recently forced to eliminate Sheriff's Department patrols in the American River Parkway due to budget constraints. Due to the limited amount of patrol presence proposed in the Draft Parkway Plan and the current uncertainty of funding for patrols, implementation of the Parkway Plan is considered a potentially significant impact to public safety.

Facts In Support of Findings:

The following mitigation measure will reduce impacts to a less than significant level.

Prior to implementation of new portions of the trail or bikeway, the policies and mitigation measures of the recently adopted 2010 Bikeway Master Plan shall be incorporated into the design.

However, funding for implementation of identified security measures is uncertain at this time. The City is not able, from a legal and financial standpoint, to commit at this time to future funding of security measures. The City intends to implement such measures to the extent legally and financially feasible, and while the City anticipates efforts will be made to that end, implementation of Mitigation Measure 6.9-1 is infeasible at this time because of the constraints identified above. Therefore, impact 6.9-1 is considered significant and unavoidable.

Impact 6.9-2 Conflict of Land Uses

The proposed Parkway Plan give policy direction to develop additional access points along the Sacramento River including both lateral access (river trail and length of levee), where feasible, and vertical accessways at selected locations. Although the Parkway Plan builds on many of the existing developed access and recreation points along the river, the Plan also introduces a few new accessways. Introduction of new land uses in existing developed areas has the potential to result in land use conflicts. Areas where residents have commented during

the NOP process regarding possible land use conflicts include: Little Pocket area and the Pocket area north of Pocket Canal. In this area residential uses back-up or immediately face the levee. In other sections of this area, private property lines extend to the river high water mark and private docks, boathouses, picnic areas or shade structures have been developed on or immediately adjacent to the levee and river. Residents in these area are concerned that the multi-use trail proposed by the Parkway plan will conflict with existing private residential uses. Introduction of new public trails and park areas in existing developed areas have raised public concern regarding crime, nuisances, litter, safety, vandalism, loitering and loss of privacy. In general, development of park open space and recreational facilities is compatible with residential uses. However, design criteria and use controls are necessary to ensure that the boundary (physical or visual) between public areas and private areas is clear.

Intermediate and Neighborhood access points located adjacent to or in residential areas have the potential to increase traffic and parking conflicts between residents and Parkway users. Intermediate access points are proposed at Seymour park (northern extension), Shore Park, the Pocket Drainage Canal, the property adjacent to the Elks Lodge at Northpointe Way and Arabella Way next to the Garcia Bend Marina. Potential Neighborhood access points are proposed for ~~Portinao Circle~~ and Sleepy River Drive.

Facts In Support of Findings:

The following mitigation measures will reduce impacts to a less than significant level.

- 1) Prior to ~~removal of the PLA designation for~~ Parkway development, the following conditions shall be met prior to the off-street trail being developed in the area:
 - a) The trail will not significantly impact native riparian habitat.
 - b) All feasible security and privacy measures will be implemented,
- 2) Where access points are near or adjacent to residential areas, residential street parking shall be monitored and if warranted, resident preferential parking system restrictions shall be instituted and enforced.

However, funding for implementation of identified security and parking monitoring and enforcement measures is uncertain at this time. The City is not able, from a legal and financial standpoint, to commit at this time to future funding of security and parking monitoring and enforcement measures. The City intends to implement such measures to the extent legally and financially feasible, and while the City anticipates efforts will be made to that end, implementation of Mitigation Measure 6.9-2 is infeasible at this time because of the constraints identified above. Therefore, impact 6.9-2 is considered significant and unavoidable.

III. ALTERNATIVES

A range of alternatives were reviewed by the EIR including the required "Alternative A1: Existing Conditions" (No change in the existing environment - no project); "Alternative A2: Existing Plan" (Development would occur in accordance with existing plans and policies such as the 1975 Parkway Plan); "Alternative B" which reroutes the bike trail from the levee to an alternative route between Captain's Table (25th Avenue) on the north and the Pocket Canal on the south; and "Alternative C" which prohibits public access and the construction of new public facilities on the waterfront side of the levee crown.

CEQA Guidelines require that an environmentally superior development alternative be identified if the No Project is the environmentally superior alternative. In this case, the No-Project Alternative - Alternative A1 may be argued to be the environmentally superior alternative. Therefore, the environmentally superior development alternative is Alternative C which restricts development to the landward side of the levee, inclusive of the levee crown.

1. No-Project Alternative - Alternative A1

Under Alternative A1, a Sacramento River Parkway Plan would not be adopted and no further change in the existing environment would occur. Therefore, this alternative, while not impacting the environment, would not achieve any of the goals of the Parkway Plan.

Finding

Alternative A-1 would not achieve any of the habitat preservation/restoration or controlled public access goals of the Parkway Plan. The environmentally superior development alternative is the Alternative C - "Restrict Parkway Development Between the Levee Crown and the River's Edge" Alternative.

2. No-Project Alternative - Alternative A2

Under Alternative A2, development would occur according to adopted plans and policies, including the 1975 Sacramento River Parkway Plan. This alternative would achieve the goals of the Plan, but would not provide updated policies to support the goals of the Plan, nor would it include the South Natomas area in its boundaries.

Finding

Alternative A-2 would achieve the goals of the Parkway Plan, but without the advantage of updated policies contained in the proposed project.

3. Alternative B - Remove Off-Street River Trail from Captain's Table to the Pocket Canal

Under Alternative B, the on-river trail segment from Captain's Table on the north to the Pocket Canal on the south would be rerouted to follow the existing Riverside Boulevard on-street trail and existing off-street trails south to the Seymour Parkway and then to the Pocket Canal trail to reconnect with the on-river trail north of River Village Drive and Garcia Bend Park. All other aspects of the proposed Parkway Plan would be incorporated into this alternative.

Finding

Alternative B would achieve the habitat restoration/preservation and public access goals of the Parkway Plan except in the PIA segment of the Pocket area. Potential impacts to noise, plant/animal life, noise and cultural resources would be reduced under this alternative.

4. Alternative C - Restrict Parkway Development Between the Levee Crown and the River's Edge

Alternative C proposes to remove all proposed Parkway development that is located between the crown of the levee and the river's edge, not inclusive of the levee crown. Existing and adopted development would not be affected. This alternative would eliminate development of the Riverside Rest Area and potentially portions of the multi-use trail from the Parkway.

Finding

The habitat restoration/preservation goal would be achieved, but the public access goal would not be fully achieved. Potential impacts to plant/animal life, noise, cultural resources and air quality would be significantly reduced in comparison to the other alternatives, making this the environmentally superior alternative.

IV. FINDINGS REGARDING GROWTH INDUCING AND CUMULATIVE IMPACTS

As required by CEQA, the EIR evaluates the growth inducing impacts of the proposed project and the cumulative impacts of the proposed project (See, CEQA Guidelines §§15126 and 15130). These growth inducing and cumulative impacts, together with appropriate mitigation measures and findings, are set forth in Section IV.

A. GROWTH INDUCING IMPACTS.

The growth inducing potential of a project is generally considered to have a significant impact if the project has the potential to either induce growth or create the capacity for growth above and beyond the levels permitted by the public planning policies or anticipated by public or independent projects. However, a project's growth inducing potential does not automatically result in growth. Growth at the local level is fundamentally controlled by the land use policies of local jurisdictions. Accordingly, the growth pressure is transformed into actual growth only by the actions of elected decision makers.

Under CEQA, growth inducement may not be considered necessarily a detrimental, beneficial or insignificant consequence (CEQA Guidelines §15126). Induced growth is considered a significant impact only if it directly or indirectly affects the ability of local agencies to provide needed public services, or if it can be demonstrated that the potential growth in some other way significantly effects the environment.

The proposed Sacramento River Parkway Master Plan Update would not foster any economic or population growth or the construction of new housing. Land uses under the Parkway Plan are the same as the City of Sacramento General Plan. The Parkway Plan does not change planned land uses, require public service expansion (water, sewer and other infrastructure) or induce new growth.

B. CUMULATIVE IMPACTS

IMPACT 9.1 LOSS OF RIPARIAN AND RIVERINE HABITAT

The Sacramento River may be subjected to a variety of cumulative adverse environmental effects. The majority of these effects result from uses already planned in existing General Plans or Community Plans. The Parkway Plan does not change the underlying General Plan designation, but does provide additional policies to protect river resources. The Plan does not propose new public marinas. The Plan does propose increased public access to the river. Policies and mitigation measures are included in the Plan and this EIR which mitigate adverse effects to water quality and riparian and other river habitats. As such, the Parkway Plan itself assists in the mitigation of cumulative effects to the area.

STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding the disclosure of the significant impacts and their mitigation described, the City has determined pursuant to Section 15093 of the State CEQA Guidelines that the benefits of the Project outweigh the adverse impacts, and the Project should be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the City has determined that the Project would contribute to noise, plant and animal life, water quality, hydrology, cultural resources, and potential conflicts between uses and safety impacts which are considered significant adverse impacts, as disclosed in the Final EIR prepared for the Project.

The City, specifically finds and makes this Statement of Overriding Considerations that, as part of the approval provisions, the Project has eliminated or substantially lessened all significant effects on the environment where feasible, and has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding considerations as described below:

1. The Project will support the City's long-term goal of a continuous parkway along the Sacramento River.
2. The Project will support and implement the goals of the City General Plan to:
 - Conserve and protect the planned open space areas along the American and Sacramento Rivers, floodways and undevelopable floodplains to the extent feasible. (Goal C, Sec. 6-14)
 - Retain the habitat areas where known endangered wildlife exists to the extent feasible. (Policy 1, Sec. 6-14)
 - Conserve and protect the Sacramento and American Rivers, their shorelines and parkways. (Goal A, Sec. 6-16)
 - Implement the goals and policies of the Sacramento River Parkway Plan, and amend the Plan to include updated information and recommendations from the Sacramento River Carrying Capacity Study. (Policy 2, Sec. 6-16)
 - Continue to work toward providing a levee system which protects the community from flood related hazards and makes uses of its open space areas where appropriate. (Goal A, Sec. 6-18)
3. The Project will support and implement the goals and objectives of the 1989 Parks Master Plan Update:
 - Complete acquisitions and easements for the Sacramento River Parkway as funding permits. (Objective D, page 57)
4. The Project will support the adopted 2010 City/County Bikeway Master Plan.

MITIGATION MONITORING PLAN (MMP)
FOR
THE SACRAMENTO RIVER PARKWAY PLAN
PROGRAM LEVEL
ENVIRONMENTAL IMPACT REPORT

Prepared By:

PLANNING DYNAMICS GROUP

Prepared For:

City of Sacramento, Office of Environmental Affairs

September 1997

Adopted By:

City of Sacramento, City Council

Date: October 21, 1997

RESOLUTION No. 97-590

OCT 21 1997

**SACRAMENTO RIVER PARKWAY PLAN PROGRAM EIR
MITIGATION MONITORING PLAN**

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**CITY OF SACRAMENTO
MITIGATION MONITORING PLAN
SACRAMENTO RIVER PARKWAY PLAN PROGRAM EIR**

This Mitigation Monitoring Plan (MMP) has been required by and prepared for the Department of Planning and Development, Office of Environmental Affairs, 1231 I Street, Room 300, Sacramento, CA 95814, pursuant to CEQA Guidelines Section 21081.

SECTION 1 : PROJECT IDENTIFICATION

Project Name/File Number: Sacramento River Parkway Plan Update

Applicant: City of Sacramento, Department of Neighborhoods,
Planning and Development Services
Planning Division

Address: 1231 I Street, Suite 300
Sacramento, California

Project Description Summary

The project is the Sacramento River Parkway Plan Update (Plan). The Plan updates City of Sacramento's 1975 Parkway Plan in order to reflect changes in the Parkway, and the scope of the Parkway. Specifically, the South Natomas area of the City was added to the Plan. This area was not included in the original 1975 Plan. Some of the issues to be addressed in the update include: the South Natomas Community Area; proposed redevelopment projects along the River; clarifying Parkway policy; and adding Parkway land use designations to be applied to publicly owned lands.

The Sacramento River Parkway Plan is a twenty year policy guide for habitat preservation and restoration and recreational development for lands adjacent to the River. The Plan identifies existing conditions in the Parkway, a vision for the future, and land use goals, policies and implementation measures to achieve the vision. The Plan recognizes the multiple use aspect of the Parkway. Recreation uses allowed in the Parkway include walking, bicycling, nature study, and equestrian use. A general policy to allow equestrian use in the Parkway is included in the Plan. Specific policies to guide equestrian use will be developed at a later date.

A general trail corridor along the Sacramento River is identified in the Plan, but a specific alignment for the trail system has not been developed. A portion of the adopted bikeway system is located in the Sacramento River Parkway. This Class I (off-street) bikeway will be paved per City of Sacramento standards and will accommodate pedestrian use. A separate multi use trail which would accommodate equestrians and pedestrians is proposed, but further study is required to determine the alignment. The State Reclamation Board would prefer that the multi use trail should be located on

the waterside berm of the river levee instead of the levee crown in order to reduce impacts to the levee structure. Using the landside berm of the levee would increase conflict with adjacent private residential uses in the area. The Plan strives to reduce as much as possible conflicts with residential uses.

Planning Area and Location

The Plan area is located along the easterly bank of the Sacramento River within the City limits of the City of Sacramento. It is 17 miles in length and encompasses approximately 820 acres. The boundaries of the area generally are the City limits inclusive of South Natomas to the north; the Sacramento River on the west; the City limits at Freeport to the south. The east boundary is either the Interstate 5 Freeway; 10 feet landside of the landward toe of the Sacramento River levee or the inland boundary of public land along the River, whichever is most appropriate for land use issues.

The Sacramento River Parkway is divided into planning areas within the Plan. These planning areas were determined by several factors including: Community Plan Area boundaries; existing land use; and land ownership patterns. The Area Plans describe the application of Plan goals and policies to the planning areas and are accompanied by maps which show the application of land use designations and Parkway facilities.

South Natomas. The northern boundary of the City to and including Discovery Park.

Downtown/Land Park. Jibboom Street Bridge to Captain's Table at 25th Avenue.

Pocket. 25th Avenue to the Freeport Reservoir at the south end of the Pocket near Freeport.

Freeport. South of the Freeport Reservoir to the Freeport Bridge.

Plan Purpose and Objectives

The Sacramento River Parkway Plan is a policy document for the management of the Sacramento River Parkway. The Sacramento River Parkway Plan is a twenty year policy guide for habitat preservation and restoration and recreational development for lands adjacent to the River. The Plan identifies existing conditions in the Parkway, a vision for the future, and land use goals, policies and implementation measures to achieve the vision. The Plan is proposed to be adopted as part of the City's General Plan to guide land use decisions regarding public lands near the Sacramento River.

The objectives of the Plan are:

- 1) To develop a 20-year policy guide for habitat preservation and restoration and recreational development for lands adjacent to the Sacramento River.
- 2) To describe existing conditions, develop a vision for the future, and identify programs and actions to achieve the vision.

- 3) Revise and update the 1975 Parkway Plan to reflect current conditions.

Goals of the Plan

The Draft Sacramento River Parkway Plan goals are as follows:

- ▶ To recognize the multiple use aspect of the Sacramento River Parkway for recreation, habitat preservation and flood control.
- ▶ To preserve, protect and enhance the natural and cultural resources of the Parkway.
- ▶ To provide appropriate access and facilities for the enjoyment of the Parkway by present and future generations.
- ▶ To create a continuous, lineal Parkway with *bicycle and pedestrian access* along the Sacramento River from the City limits at I-80 and Garden Highway in South Natomas to the City limits at Freeport.

Natural resource protection and enhancement is the main goal of the Parkway and will take precedence over public access recreation in the Parkway. Trails and other facilities will be developed so as not to significantly impact native riparian habitat. Prime habitat area will be protected from human encroachment.

The Parkway is envisioned as a major recreational and public access resource, linking the American River Parkway with the Sacramento River Parkway and eventually connecting with the Laguna area. The Plan promotes as much access to the River as possible, while maintaining sensitivity to the private residential inholdings in the Parkway. The Plan strives to improve public access by developing proposed public access points, building trails, and by directing people to public areas.

Required Discretionary Actions

The Plan and associated EIR represent the first program level series of actions necessary to adopt the policy and land use framework for publicly owned lands (or lands which are acquired for public use) along the river. Although conceptual development proposals are recommended in the plan, these proposals will be subject to further project specific design development and public and environmental review. At this early policy and program phase the following actions are necessary:

1. **Certification of the Environmental Impact Report.** The document must be completed in compliance with CEQA and CEQA guidelines, Section 15050.
2. **Adoption of the 1993 Update to the Parkway Plan** by the City of Sacramento.
3. **General Plan Amendment** to add the 1993 Update to the Parkway Plan to the General Plan.

4. **Amendment of the 2010 City/County Bikeway Plan and Circulation Element of the General Plan** to show the final alignment of the Pocket Area trail in accordance with the City Council's final action on the Parkway Plan.

Once the plan is adopted, the implementation of specific projects will require additional phases of design and project specific environmental review.

A full description of the proposed plan is included in the Draft Program Level Environmental Impact Report (EIR) for the Sacramento River Parkway Plan Update dated February 6, 1996 (State Clearinghouse Number 93102086).

SECTION 2 : GENERAL INFORMATION

The project as approved includes the mitigation measures adopted as part of the Findings of Fact for this project. The intent of this Mitigation Monitoring Plan (MMP) is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report for this project.

The following mitigation measures are based on a program level of environmental analysis. The analysis is based on the level of detail provided in the proposed Parkway Plan Update. The Plan Update, is a policy level document, and does not include detailed design information. As such, the EIR and the mitigation measures address the reasonable impacts which might occur as a result of the adoption of the policies of the plan. Additional project level review will be necessary to develop more specific mitigation measures as individual development projects are identified and detailed project designs becomes available.

Prior to implementation of a Parkway development project, a proposed project must be reviewed for compliance with the Parkway Plan policies, these program level mitigation measures and any additional project specific mitigation measures identified specifically for the individual development project. For example, the program level EIR includes mitigation measures to reduce impacts to shaded riverine habitats through proper site design which avoids disruption of such habitats to the maximum extent possible, and through replanting of canopied trees to recreate habitat. Individual project specific developments will be required to comply with the program level mitigation as well as project specific mitigation which might for instance, delineate a specific change to the project's design, or a site specific habitat restoration plan for the project site.

It is also important to note that the Parkway Plan itself includes policies which assist in mitigation of impacts. Although these policies minimize effects, they are not considered mitigation measures, since they are part of the project. For many program level effects, adherence to the Plan's policies regarding resource protection avoids potential program level impacts. Future site specific projects, therefore, must be reviewed not only for consistency the program level EIR mitigation measures, and any additional project level mitigation measures, but also for consistency with the Parkway Plan policies.

SECTION 3 : MITIGATION MONITORING PLAN

This section describes all adopted mitigation measures, identifies the entity responsible for monitoring the implementation of the measures and the procedures for monitoring the mitigation measure. The measures are identified in accordance with their number in the associated Draft and Final EIR to allow easy reference to the impact discussion for which the mitigation measure has been developed.

The following acronyms are used in this MMP to refer to agencies who will be responsible for implementation of the measures:

- NPDS D City of Sacramento Department of Neighborhoods, Planning and Development Services (NPDS D). This Department includes planning, building, and parks and landscape architecture. This Department will bear primary responsibility for ensuring implementation of these mitigation measures.
- PWD City of Sacramento Public Works Department
- OEA City of Sacramento Office of Environmental Affairs. This Office is responsible for monitoring the City's compliance with these measures and for determining if additional project specific mitigation measures are required for future Parkway development projects.
- CDFG California Department of Fish and Game
- USFWS United States Fish and Wildlife Service

TRANSPORTATION MITIGATION MEASURES

Mitigation 6.2-2 Bikeway and Trail Safety

Off-street Bike Trail Sections: Implement mitigation measure 6.9 of this EIR to reduce risks to bicycle safety. Implementation of these measures should reduce trail safety impacts to a less than significant level. Also implementation of the adopted 2010 City County Bikeways Master Plan mitigation measures further reduces impacts.

Multi-use (Equestrian) Designation: There are no standards of significance for the impact of equestrian use on river trailways. However, the potential impact of equestrian use on the trail system may be reduced by developing standards for safe multi-use of trails. It is recommended that prior to designation of equestrian trail sections that the City establish a Task Force comprised of equestrian users, other trail users, maintenance and regulatory representatives such as the Reclamation District, park and recreation specialists and adjacent property owners to develop standards for equestrian use. Consideration should be given to identification of trail segments which lend themselves to multi-use; providing separation between the bikeway and the multi use trail wherever possible, identification of staging areas, and minimization of impacts to the integrity of the levee and natural riparian habitat areas. Depending on the standards developed, subsequent and more detailed environmental review may be necessary.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, Department of Neighborhoods, Planning and Development Services, Planning Division and Parks, Trees and Landscape Architecture Division
- The City of Sacramento, Public Works Technical Services Division (site plans), and Traffic Engineering Section

Monitoring Program for Off-street Trails:

Project Specific Design Phase: Prior to approval of any design plans for construction or alteration of off-street biketrails, the proposed design shall be reviewed for consistency with the adopted Parkway Plan policies, and the policies of the adopted 2010 City County Bikeways Master Plan by NPDS Parks, Trees and Landscape Architecture Division and PWD Technical Services Section. The Office of Environmental Affairs (OEA) shall determine if additional project specific mitigation measures may be required.

Construction Phase: All mitigation measures shall be reflected in the final project design prior to the City Council authorizing bidding or construction of the project. The trail shall be constructed in accordance with the adopted standards and designations of the adopted 2010 City/County Bikeway Master Plan and approved by City of Sacramento PWD Technical Services Section. The OEA shall

verify that these steps have been undertaken.

Monitoring Program for Multi-use (Equestrian) Trails Mitigation:

Within a year of the adoption of the Parkway Plan, the City of Sacramento Department of Neighborhoods, Planning and Development (NPDS) shall establish a Task Force comprised of equestrian users, other trail users, maintenance and regulatory representatives such as the Reclamation District, park and recreation specialists and adjacent property owners to develop standards for equestrian use. As an initial phase of work the Task Force shall consider the appropriateness of equestrian use on existing trails. Consideration should be given to identification of trail segments which lend themselves to multi-use; providing separation between the bikeway and the multi use trail wherever possible, identification of staging areas, and minimization of impacts to the integrity of the levee and natural riparian habitat areas. Depending on the standards developed, subsequent and more detailed environmental review may be necessary.

AIR QUALITY MITIGATION MEASURES

Mitigation 6.3-4 Construction Dust and Particulate Matter

The significance threshold for PM₁₀ is 275 pounds per day. At a program level, it is not known what the total level of construction related PM-10 will be. The SMAQMD does however, suggest methods to reduce construction related PM-10 emissions. Employment of these measures should reduce impacts to a less than significant level. These mitigation measures are however, developed at a program level of review. Further project specific analysis and mitigation may be required when design details and construction methods of the proposed project area available.

- (1) Prior to issuance of a permit for construction of any phase of the project, a separate analysis of construction related PM-10 emissions shall be conducted.
- (2) Based on the project specific analysis (see item (1) above) the following types of mitigation measures shall be employed:
 - a. Water all unpaved construction areas at least twice per day during demolition and excavation to reduce dust emissions. Additional watering should be carried out on hot or windy days. Water twice daily or cover stockpiles of sand, soil, and similar materials with a tarp.
 - b. Cover trucks hauling dirt and debris to reduce spillage onto paved surfaces.
 - c. Increase the frequency of City street cleaning along streets in the vicinity of the construction site.
 - d. Work should be restricted or banned on days of high winds (> 30 mph) or when air quality violations are expected (as determined by the SMAQMD).
 - e. On-site vehicle speed on unpaved surfaces shall be limited to 15 miles per hour.
 - f. Require construction contractors to designate a person or persons to oversee the dust abatement program and to order increased watering, as necessary.
 - g. Revegetation of construction areas and staging areas shall take place immediately following completion of each project component.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, NPDS, Office of Environmental Affairs, and Parks, Trees and Landscape Architecture Division.

Monitoring Program:

Project Specific Design Phase: Prior to City Council approval of new public access or open space development in the Parkway area, the Office of Environmental Affairs (OEA) shall ensure that a project specific analysis of PM10 and construction dust has been undertaken. Prior to bidding and construction of each phase of Parkway Plan implementation, the NPDS Parks, Trees and Landscape Architecture Division shall be responsible for ensuring that appropriate dust control measures are applied to the project as mitigation measures and included in the specifications for the construction documents.

NOISE MITIGATION MEASURES

Mitigation 6.4-1 Noise Generation - Project Specific Environment

1. Sound barriers (fencing and landscaping) shall be used, where feasible, to buffer residents from Parkway user noise.
2. All access points and the off-street trail system shall be closed to the public from sunset to sunrise to reduce evening noise.
3. Site off-street trails as far away from residential receivers as possible without impacting wildlife habitat value.

Entities Responsible for Ensuring Compliance:

The City of Sacramento, NPDS Planning Division, Parks, Trees and Landscape Architecture Division and the Office of Environmental Affairs (OEA)

Monitoring Program:

Project Specific Design Phase: The NPDS Planning Division and Parks, Trees and Landscape Architecture Division shall be responsible for ensuring that new proposed public recreation, access and open space development projects include feasible noise buffer and attenuation features as part of the project design. The Office of Environmental Affairs (OEA) shall be responsible for reviewing the project and determining if any additional project specific mitigation measures to reduce operational and construction period noise impacts to sensitive receptors are required. Parks, Trees and Landscape Architecture Division shall ensure that project specific mitigation measures are implemented.

BIOLOGICAL RESOURCES MITIGATION MEASURES

The following mitigation measures address impacts identified at a program or concept plan level of review. Additional project specific environmental review may be required which would identify that additional project mitigation measures are required. Implementation of the following measures will be required to reduce significant program level impacts. However, these measures are not intended to preclude the necessity for detailed environmental analysis at the specific project design and approval phase.

Mitigation 6.5-3 Special Status Species - Swainson's Hawk

At a program level, the following mitigation measures would reduce potential impacts to Swainson's Hawk species and habitat to a less-than-significant level:

1. Prior to approval of development plans under the Parkway Plan policies, a determination shall be made regarding the sensitivity and suitability of the project area for Swainson's Hawk habitat. If the project site is sensitive, California Fish and Game Department shall be consulted and a habitat survey prepared. Impacts to this species shall be avoided or mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game (CDFG).
2. Development projects in the Parkway that may impact Swainson's Hawk habitat shall be required to prepare a mitigation and operation plan for Swainson's hawk nesting habitat affected by proposed projects. The mitigation and operation plan shall be submitted to CDFG for review and approval prior to construction of projects.
3. Nesting habitat lost shall be replaced in accordance with requirements imposed by CDFG for mitigation for loss of nesting habitat.

NOTE: The CDFG mitigation guidelines (revised 1992) for Swainson's hawk specify that no disturbance shall occur within a half-mile of an active nest between March 1 and August 15 to avoid construction of other project related activities which may cause nest abandonment or adverse disturbance to nearby active nest during the breeding season. There are known nesting sites within the Parkway.

4. Prior to construction of any Parkway development, hire a qualified biologist to conduct a survey within a ½ mile radius of the site to determine the location of active nests.
5. Avoid construction of any Parkway development project during the breeding/nesting season of the Swainson's hawk of March 1 through August 15 to avoid disturbance of nesting pairs within a half-mile radius of the project site.

Entity Responsible for Ensuring Compliance

The City of Sacramento, NPDS, Office of Environmental Affairs

Monitoring Program:

Project Specific Design Phase: Prior to approval of development plans for any Parkway Plan project, the Office of Environmental Affairs shall be responsible for ensuring that a biological investigation of the site is conducted and that coordination with the USFWS and CDFG have occurred to implement the above mitigation measures and any additional site specific mitigation measures that result from site specific environmental review.

Mitigation 6.5-4 Special Status Species (VELB)

At a program level, the following mitigation measures would reduce potential impacts to VELB species and habitat to a less-than-significant level:

1. Prior to approval of development plans under the Parkway Plan policies, a determination shall be made regarding the sensitivity and suitability of the project area for VELB habitat. If the project site is sensitive, California Fish and Game shall be consulted and a habitat survey prepared. Impacts to this species shall be avoided or mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game.

Entity Responsible for Ensuring Compliance

The City of Sacramento, NPDS, Office of Environmental Affairs

Monitoring Program:

Project Specific Design Phase: Prior to approval of development plans for any Parkway Plan project, the NPDS Office of Environmental Affairs shall be responsible for ensuring that a biological investigation of the site is conducted and that coordination with the USFWS and CDFG have occurred to implement the above mitigation measures and any additional site specific mitigation measures that result from site specific environmental review.

Mitigation 6.5-5 Impacts to Shaded Riverine Aquatic (SRA) Habitat

The following mitigation measures will reduce program level impacts to a less-than-significant level:

1. Prior to approval and implementation of the individual Parkway Plan development projects, an assessment of SRA habitat shall be made to determine if such habitat is on site or would be affected by development. Facilities which could directly or indirectly affected SRA habitat shall minimize impacts in accordance with guidelines established by the State Lands Commission and other trustee agencies. Actions to minimize impacts shall include, but are not limited to:

- a) design modifications to avoid direct impacts and disturbance to SRA habitat.
- b) retention or replanting of canopied, multi-story vegetation along the riverbank to maintain a shaded habitat.
- c) erosion control measures on site (both during construction and long term operation) to avoid run-off, debris and turbidity in the identified SRA area. (See also Water Quality Mitigation Measure 6.6-1).

Entity Responsible for Ensuring Compliance

The City of Sacramento, NPDSO, Office of Environmental Affairs

Monitoring Program:

Project Specific Design Phase: Prior to approval of development plans for any Parkway Plan project, the NPDSO Office of Environmental Affairs shall be responsible for ensuring that a biological investigation of the site is conducted and that coordination with the USFWS and CDFG have occurred to implement the above mitigation measures and any additional site specific mitigation measures that result from site specific environmental review. (See also Water Quality Mitigation Measure 6.6-1).

Mitigation 6.5-6 - Loss of Aquatic Habitat and Fisheries Due to Water Pollution

At a program level, no direct impacts can be determined, however, implementation of individual Parkway development projects may result in impacts. To reduce impacts to the aquatic environment, implement Mitigation Measure 6.6-1 of the Water Quality Chapter. Implementation of this mitigation measure will reduce program level impacts to less than significant.

Entity Responsible for Ensuring Compliance

- The City of Sacramento, NPDSO, Office of Environmental Affairs, and Parks, Trees and Landscape Architecture Division.
- The City of Sacramento, Utilities Department, Water and Sewer Division.

Monitoring Program:

Project Specific Design Phase: Prior to approval of development plans for any Parkway Plan project, the NPDSO Office of Environmental Affairs shall be responsible for ensuring that a biological investigation of the site is conducted and that coordination with the USFWS and CDFG have occurred to implement the above mitigation measures and any additional site specific mitigation measures that result from site specific environmental review. Additional water quality mitigation measures shall be the responsibility of the Utilities Department, Water and Sewer Division. (See also Water Quality Mitigation Measures and Monitoring Program.)

Mitigation 6.5-7 Special Status Species - Delta Smelt and Winter Run Chinook Salmon

At a program level, no direct impacts can be determined, however, implementation of individual Parkway development projects may result in impacts. To reduce impacts to the aquatic environment, implement Mitigation Measure 6.6-1 of the Water Quality Chapter. Implementation of this mitigation measure will reduce program level impacts to less than significant.

Entity Responsible for Ensuring Compliance

- The City of Sacramento, NPDSO, Office of Environmental Affairs, and Parks, Trees and Landscape Architecture Division.
- The City of Sacramento, Utilities Department, Water and Sewer Division.

Monitoring Program:

Project Specific Design Phase: Prior to approval of development plans for any Parkway Plan project, the NPDSO Office of Environmental Affairs shall be responsible for ensuring that a biological investigation of the site is conducted and that coordination with the USFWS and CDFG have occurred to implement the above mitigation measures and any additional site specific mitigation measures that result from site specific environmental review. Additional water quality mitigation measures shall be the responsibility of the Utilities Department, Water and Sewer Division. (See also Water Quality Mitigation Measures and Monitoring Program.)

WATER QUALITY MITIGATION MEASURES

Mitigation 6.6-1 Run-off and Erosion Control for Public Access Routes and Parking

The following program level mitigation measures are standard procedures for reducing run-off and erosion which may be applied as appropriate to most facility developments. Once designs are developed for each facility, detailed project specific environmental review may identify refinements or additions to these mitigation measures based on the specifics of the project. These mitigation measures will reduce potential program level impacts to less-than-significant.

1. To the extent possible, use indigenous plants to landscape new and/or enlarged parking facilities and create a vegetation buffer to collect and treat such parking lot runoff before it enters the river.
2. For new parking lot areas or large impervious surface areas, incorporate into the drainage plan inlet catch basins containing grease/sediment traps and other on-site stormwater quality control measures (per September 1996 Final EIR).
3. For new parking lot areas or large impervious surface areas, implement a parking lot cleaning and maintenance program designed to minimize the introduction of toxic materials into the Sacramento River from parking lot runoff. Instruct maintenance personnel to promptly clean any oil/grease or other toxic deposits discovered on the premises.
4. Require erosion control and on-going maintenance in order to prevent and repair damage and erosion caused by use. Implement trail maintenance and erosion control measures and monitor for effectiveness.
5. Implement landscape maintenance program to integrate Best Management Practices which eliminate, reduce and minimize the use of pesticides and herbicides which contribute to non point source pollution.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, Department of Neighborhoods, Planning and Development Services (NPDS), Office of Environmental Affairs and Parks, Trees and Landscape Architecture Division
- The City of Sacramento, Utilities Department, Water and Sewer Division.

Monitoring Program:

Project Specific Design Level: At the project specific level, the City NPDS and Office of Environmental Affairs shall ensure that project specific environmental review is completed, which includes an assessment of potential water quality impacts, and where appropriate the incorporation of the above mitigation measures.

During Construction: The NPDS and City Department of Utilities, Water and Sewer Division shall be responsible for ensuring that the construction plans and specifications include any required mitigation measures, and shall assign a construction inspector to monitor the construction site including monitoring for required practices to reduce erosion and run-off.

Post Construction: The NPDS, Parks Division, shall be responsible for ensuring that operating and maintenance program for any proposed public access site, trail, parking lot or other facility includes best management practices to reduce run-off, erosion and pesticides and herbicide non-point source pollution.

Mitigation 6.6-2 Construction Water Quality Impacts

The following mitigation measures will reduce program level impacts to less than significant.

1. Restrict any construction grading to the dry season between May 1 and September 30.
2. All construction activities shall be done in accordance with the City's Grading, Erosion and Sediment Control (GESC) Ordinance 93-068 and shall include grading techniques which control excessive runoff (erosion, sediment and pollution) during construction. (Per September 1996 Final EIR)
3. Dust and soil erosion control measures shall be implemented during the construction phase of the proposed project. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:
 - a. watering exposed soils;
 - b. covering exposed soils with straw or other materials;
 - c. Adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways;
 - d. Covering trucks containing loose and dry soil;
 - e. Providing interim drainage and sediment control measures during the construction period. (Per September 1996 Final EIR)
4. In non-pavement areas, any vegetation covered or removed during construction (including slope protection) should be replanted following construction.
5. Depending upon the magnitude and location of individual Parkway projects, consideration should be given to installation of a silt curtain during construction of the slope protection in

order to minimize increases in turbidity resulting from construction activities in the water.

6. All construction materials which have the potential to contaminate the riparian habitat-- such as fuels, paints, solvents, cement additives--should be identified in advance of construction. A plan should be provided by each contractor using such materials covering storage, use and clean up for all such materials. An emergency response plan should be provided by the lead contractor or supervising agency to cover spills of such materials.
7. Post construction BMP's as approved by the Department of Utilities for the long term enhancement of stormwater run-off shall be implemented.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, Department of Neighborhoods, Planning and Development Services (NPDS), Planning Division, Parks, Trees and Landscape Architecture Division and Office of Environmental Affairs (OEA)
- The City of Sacramento, Utilities Department, Water and Sewer Division.

Monitoring Program:

Project Specific Design Level: At the project specific level, the City NPDS Office of Environmental Affairs (OEA), and the Department of Utilities, Water and Sewer Division shall ensure that project specific environmental review is completed, which includes an assessment of potential water quality impacts, and where appropriate the incorporation of the above mitigation measures.

During Construction: The NPDS Parks, Trees and Landscape Architecture Division shall be responsible for ensuring that the construction plans and specifications include any required water quality mitigation measures, and shall assign a construction inspector to monitor the construction site including monitoring for required practices to reduce erosion and run-off.

Post Construction: The NPDS, the Parks, Trees and Landscape Architecture Division, shall be responsible for ensuring that operating and maintenance program for any proposed public access site, trail, parking lot or other facility includes best management practices to reduce run-off, erosion and pesticides and herbicide non-point source pollution.

Mitigation 6.6-4 Litter

The following mitigation measures must be implemented in order to lessen project impacts from litter to a less than significant level for the proposed project:

1. Trash receptacles sufficient to handle waste generated by users of the project shall be placed in convenient locations in order to facilitate their use. Consistent maintenance to dispose of overflowing trash containers should be undertaken particularly during peak use season.
2. In public use areas, require education and signage as part of the development to inform users of the importance of proper litter disposal.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento NPDS, Office of Environmental Affairs (OEA) and Parks, Trees and Landscape Architecture Division.

Monitoring Program:

Project Specific Design Level: At the project specific level, the City NPDS Office of Environmental Affairs (OEA), shall ensure that project specific environmental review is completed, which includes an assessment of potential litter and debris impacts, and that, where appropriate, the above mitigation measures are included in the project design.

During Construction: The NPDS Parks, Trees and Landscape Architecture Division shall be responsible for ensuring that the construction plans and specifications include any required mitigation measures, and shall assign a construction inspector to monitor the construction site including monitoring for required practices to litter and construction debris.

Post Construction: The NPDS, Parks, Trees and Landscape Architecture Division shall be responsible for ensuring that operating and maintenance program for any proposed public access site, trail, parking lot or other facility includes best management practices to collect and dispose of litter and to educate the public.

HYDROLOGY MITIGATION MEASURES

Mitigation 6.7-3 **Flood Risk and Public Safety**

Development under the Proposed Plan will be required to comply with all requirements of the "City/County Land Use Policy within the 100 Year Flood Plain". The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the City Council on February 6, 1990. A Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City was prepared for and certified by the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy are applicable to the proposed project. These findings are forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento.

For the Proposed Project, which include non-residential uses, the applicable provisions of the Sacramento City Code permit development on the project site provided the project sponsor assumes the risk of all flood-related damage to any permitted new construction, agrees to notify subsequent purchasers of the flood risk, and ensure that any new construction complies with City-imposed design restrictions aimed at reducing the risk of flood-related property damage and personal injury.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, Department of Neighborhoods, Planning and Development Services, Parks, Trees and Landscape Architecture Division and Office of Environmental Affairs (OEA)

Monitoring Program for Off-street Trails:

Project Specific Design Phase: As part of the design phase of every City project, consideration is given to flood risk and prevention. Flood proof or flood tolerant uses will need to be incorporated into the design of individual development projects which are located in the 100 year flood plain. The NPDS Parks, Trees and Landscape Architecture Division shall be responsible for the planning, and programming of City owned public recreation and open space in a manner which reduces flood risk. The City's OEA shall be responsible for project specific review of flood risk. The Parks, Trees and Landscape Architecture Division will be responsible for the incorporation of project specific mitigation as projects arise.

CULTURAL RESOURCES MITIGATION MEASURES

Mitigation 6.8-1 Prehistoric Resources

The following mitigation measure should be applied to all Parkway development projects at the project specific environmental review level in order to reduce the potential impact to prehistoric resources to a less-than-significant level.

1. A qualified archeologist shall be retained by the project sponsor to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed.
2. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Entities Responsible for Ensuring Compliance:

- City of Sacramento, Department of Neighborhoods, Planning & Development, Parks, Trees and Landscape Architecture Division and Office of Environmental Affairs.

Monitoring Program:

Prior to Construction: At the project specific review level, the City of Sacramento NPDS Office of Environmental Affairs shall ensure that the above mitigation measures are referenced as mitigation measures or conditions of the project prior to approval of final construction drawings.

During Construction: The NPDS Parks, Trees and Landscape Architecture Division shall insure that the construction inspectors assigned to the project have the telephone number of the assigned archaeologist in the project records. The archaeologist shall monitor the construction site during the excavation of the site to monitor for buried cultural resources. In the event that any artifacts are located in the excavation, the inspector shall verify that all work has ceased and that the required investigations completed prior to work re-commencing on the site.

Mitigation 6.8-2

Historic/Cultural Resources

The following mitigation measure should be applied to all Parkway development projects at the project specific environmental review level in order to reduce the potential impact to prehistoric resources to a less-than-significant level.

1. A qualified archeologist shall be retained by the project sponsor to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed.
2. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Entities Responsible for Ensuring Compliance:

- City of Sacramento, Department of Neighborhoods, Planning & Development, Parks, Trees and Landscape Architecture Division and the Office of Environmental Affairs.

Monitoring Program:

Prior to Construction: At the project specific review level, the City of Sacramento NPDS Office of Environmental Affairs (OEA) shall ensure that the above mitigation measures are referenced as mitigation measures or conditions of the project prior to approval of final construction drawings.

During Construction: The NPDS Parks, Trees and Landscape Architecture Division shall insure that the construction inspectors assigned to the project have the telephone number of the assigned archaeologist in the project records. The archaeologist shall monitor the construction site during the excavation of the site to monitor for buried cultural resources. In the event that any artifacts are located in the excavation, the inspector shall verify that all work has ceased and that the required investigations completed prior to work re-commencing on the site.

POTENTIAL CONFLICTS BETWEEN USES AND SAFETY MITIGATION MEASURES

Mitigation 6.9-1 Public Safety and Security of Private Property

In accordance with the Findings of Fact for this project, the following mitigation measure has been determined to reduce program level impacts but not a less than significant level:

1. Prior to implementation of new portions of the trail or bikeway, the policies and mitigation measures of the recently adopted 2010 Bikeway Master Plan shall be incorporated into the design. These policies include:

When necessary to prevent trespassing and to protect adjacent property, trail corridors shall be fenced at the time the project is developed (Chapter 3, Page 7, 2010 Bikeway Master Plan)

Recognize private property rights and the safety of bicyclists when locating off-street bikeways (Chapter 5, Page 9, 2010 Bikeways Master Plan).

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, Department of Neighborhoods, Planning and Development Services, Office of Environmental Affairs, and Parks, Trees and Landscape Architecture Division.
- The City of Sacramento, Public Works Department, Technical Services Division.

Monitoring Program for Off-street Trails:

Project Specific Design Phase: Prior to approval of any design plans for construction or alteration of off-street trails, the proposed design shall be reviewed for consistency with the adopted Parkway Plan policies, and the policies of the adopted 2010 City County Bikeways Master Plan by NPDS and the PWD Technical Services Division. The Office of Environmental Affairs (OEA) shall determine if additional project specific mitigation measures may be required.

Construction Phase: All mitigation measures and project conditions shall be reflected in the final project design prior to the City Council authorizing bidding or construction of the project. The trail shall be constructed in accordance with the adopted standards and designations of the adopted 2010 City/County Bikeway Master Plan and approved by City of Sacramento. The NPDS, Parks, Trees and Landscape Architecture Division shall verify that these steps have been undertaken.

Mitigation 6.9-2 Conflict of Land Uses

In accordance with the Findings of Fact for this project, the following mitigation measures have been determined to reduce program level impacts but not a less than significant level:

- 1) Prior to any Parkway Plan project specific development, the following conditions shall be met prior to the off-street trail being developed in the Area:
 - a. The trail will not significantly impact native riparian habitat;
 - b. All feasible security and privacy measures will be implemented,
- 2) Where access points are near or adjacent to residential areas, residential street parking shall be monitored and if warranted, resident preferential parking system restrictions shall be instituted and enforced.

Entities Responsible for Ensuring Compliance:

- The City of Sacramento, Department of Neighborhoods, Planning and Development Services, Office of Environmental Affairs (OEA), and Parks, Trees and Landscape Architecture Division.
- The City of Sacramento, Public Works Department, Technical Services Division.

Monitoring Program

Project Specific Design Phase: Prior to project specific development of any section of the proposed a riverfront trail, the Office of Environmental Affairs (OEA) shall make an environmental determination and specific findings that the proposed trail project will not significantly affect riparian habitat and that all feasible security and privacy measures will be implemented. Additionally, the OEA shall determine if additional project specific mitigation measures are be required. The NPDS Parks, Trees and Landscape Architecture Division shall ensure that the design of the trail includes all feasible measures to reduce privacy and land use conflicts.

Construction Phase: All mitigation measures shall be reflected in the final project design prior to the City Council authorizing bidding or construction of the project. The trail shall be constructed in accordance with the adopted standards and designations of the adopted 2010 City/County Bikeway Master Plan, and any additional project specific mitigation measures. The PWD Technical Services Division shall verify that these steps have been undertaken.

**PARKWAY PLAN PROGRAM LEVEL EIR
MITIGATION RESPONSIBILITY SUMMARY WORKSHEET**
(Review Specific Mitigation Monitoring Program Text for Full Implementation and Monitoring Responsibility)

Mitigation Measure	NPDS Office of Environmental Affairs	NPDS Parks, Trees and Landscape Architecture	PWD, Technical Services Section	Department of Utilities, Water and Sewer Division	California Fish and Game	U S Fish and Wildlife Service
Mitigation 6.2-2 Bikeway and Trail Safety	Conduct project specific environmental review	Ensure design meets Bikeway Master Plan and Parkway Plan policies	Ensure design meets Bikeway Master Plan and Parkway Plan policies			
Mitigation 6.3-4 Construction Dust and Particulate Matter	Conduct project specific environmental review	Ensure project specific mitigation measures and dust control measures are incorporated into design and construction.				
Mitigation 6.4-1 Noise Generation	Conduct project specific environmental review	Ensure project specific mitigation measures and noise control measures are incorporated into project design and construction.				
Mitigation 6.5-3 Swainson's Hawk	Conduct project specific environmental review and coordination with USFWS and CDFG mitigation requirements	Ensure project specific mitigation measures and specific habitat protection measures are incorporated into project design and construction.			Coordination and development of project specific mitigation requirements	Coordination and development of project specific mitigation requirements

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PARKWAY PLAN PROGRAM LEVEL EIR

MITIGATION RESPONSIBILITY SUMMARY WORKSHEET

(Review Specific Mitigation Monitoring Program Text for Full Implementation and Monitoring Responsibility)

Mitigation Measure	NPDS Office of Environmental Affairs	NPDS Parks, Trees and Landscape Architecture	PWD, Technical Services Section	Department of Utilities, Water and Sewer Division	California Fish and Game	U S Fish and Wildlife Service
Mitigation 6.5-4 Special Status Species (VELB)	Conduct project specific environmental review and coordination with USFWS and CDFG mitigation requirements	Ensure project specific mitigation measures and specific habitat protection measures are incorporated into project design and construction.			Coordination and development of project specific mitigation requirements	Coordination and development of project specific mitigation requirements
Mitigation 6.5-5 Shaded Riverine Aquatic (SRA) Habitat	Conduct project specific environmental review and coordination with USFWS and CDFG mitigation requirements	Ensure project specific mitigation measures and specific habitat protection measures are incorporated into project design and construction.		Coordinate and incorporate project specific water quality mitigation measures with aquatic habitat protection measures.	Coordination and development of project specific mitigation requirements	Coordination and development of project specific mitigation requirements
Mitigation 6.5-6 Loss of Aquatic Habitat and Fisheries	Conduct project specific environmental review and coordination with USFWS and CDFG mitigation requirements	Ensure project specific mitigation measures and specific habitat protection measures are incorporated into project design and construction.		Coordinate and incorporate project specific water quality mitigation measures with aquatic habitat protection measures.	Coordination and development of project specific mitigation requirements	Coordination and development of project specific mitigation requirements

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**PARKWAY PLAN PROGRAM LEVEL EIR
MITIGATION RESPONSIBILITY SUMMARY WORKSHEET**
(Review Specific Mitigation Monitoring Program Text for Full Implementation and Monitoring Responsibility)

Mitigation Measure	NPDS Office of Environmental Affairs	NPDS Parks, Trees and Landscape Architecture	PWD, Technical Services Section	Department of Utilities, Water and Sewer Division	California Fish and Game	U S Fish and Wildlife Service
Mitigation 6.5-7 Delta Smeit and Winter Run Chinook Salmon	Conduct project specific environmental review and coordination with USFWS and CDFG mitigation requirements	Ensure project specific mitigation measures and specific habitat protection measures are incorporated into project design and construction.		Coordinate and incorporate project specific water quality mitigation measures with aquatic habitat protection measures.	Coordination and development of project specific mitigation requirements	Coordination and development of project specific mitigation requirements
Mitigation 6.6-1 Run-off and Erosion Control for Public Access Routes and Parking	Conduct project specific environmental review	Ensure project specific erosion control measures are incorporated into project design and construction.		Assist in the development of project specific mitigation measures and coordination with the Reclamation Board requirements to reduce erosion		

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**PARKWAY PLAN PROGRAM LEVEL EIR
MITIGATION RESPONSIBILITY SUMMARY WORKSHEET**
(Review Specific Mitigation Monitoring Program Text for Full Implementation and Monitoring Responsibility)

Mitigation Measure	NPDS Office of Environmental Affairs	NPDS Parks, Trees and Landscape Architecture	PWD, Technical Services Section	Department of Utilities, Water and Sewer Division	California Fish and Game	U S Fish and Wildlife Service
Mitigation 6.6-2 Construction Water Quality Impacts	Conduct project specific environmental review	Ensure project specific mitigation measures and water quality measures are incorporated into project design and construction.		Assist in the development of project specific mitigation measures and Best Management Practices in accordance with the City's NPDES program.		
Mitigation 6.6-4 Litter	Conduct project specific environmental review	Ensure project specific mitigation measures are incorporated into project design, construction and the on-going facility maintenance program for the project.				
Mitigation 6.7-3 Flood Risk and Public Safety	Conduct project specific environmental review	Ensure project specific mitigation measures are incorporated into project design, construction and the on-going facility maintenance program for the project.				

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**PARKWAY PLAN PROGRAM LEVEL EIR
MITIGATION RESPONSIBILITY SUMMARY WORKSHEET**

(Review Specific Mitigation Monitoring Program Text for Full Implementation and Monitoring Responsibility)

Mitigation Measure	NPDS Office of Environmental Affairs	NPDS Parks, Trees and Landscape Architecture	PWD, Technical Services Section	Department of Utilities, Water and Sewer Division	California Fish and Game	U S Fish and Wildlife Service
Mitigation 6.8-1 Prehistoric Resources	Conduct project specific environmental review and ensure mitigation measures are included in design and construction specifications.	Ensure project specific mitigation measures are incorporated into the construction documents and the on-going construction inspection program for the project.				
Mitigation 6.8-2 Historic/Cultural Resources	Conduct project specific environmental review and ensure mitigation measures are included in design and construction specifications.	Ensure project specific mitigation measures are incorporated into the construction documents and the on-going construction inspection program for the project.				
Mitigation 6.9-1 Public Safety and Security of Private Property	Conduct project specific environmental review	Ensure design meets Bikeway Master Plan and Parkway Plan policies	Ensure design meets Bikeway Master Plan and Parkway Plan policies			
Mitigation 6.9-2 Conflict of Land Uses	Conduct project specific environmental review	Ensure design meets Bikeway Master Plan and Parkway Plan policies	Ensure design meets Bikeway Master Plan and Parkway Plan policies			

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