



DRAFT
ENVIRONMENTAL
IMPACT REPORT

Sacramento River
Parkway Plan Update

State Clearinghouse Number 93102086

Prepared for:
City of Sacramento

Prepared by:
City of Sacramento Environmental Review Staff
State Lands Commission
Planning Dynamics Group

February 1996



DRAFT
ENVIRONMENTAL IMPACT REPORT

**Sacramento River Parkway Plan Update
State Clearinghouse Number 93102086**

Prepared for:

City of Sacramento

Prepared by:

City of Sacramento Environmental Review Staff
State Lands Commission
Planning Dynamics Group

February 1996

SACRAMENTO RIVER PARKWAY
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

TABLE OF CONTENTS

| Section | Page |
|---|-------------|
| 1.0 INTRODUCTION | 1-1 |
| Introduction | 1-1 |
| Type of Environmental Impact Report | 1-1 |
| Use of this EIR | 1-2 |
| Environmental Procedures | 1-2 |
| Organization of the EIR | 1-3 |
| Focus of the EIR/Issues to be Resolved | 1-5 |
| Lead and Responsible/Trustee Agencies | 1-6 |
| Previous Environmental Documents | 1-7 |
| 2.0 SUMMARY | 2-1 |
| Introduction | 2-1 |
| Summary of Project Description | 2-1 |
| Areas of Controversy/Issues to be Resolved | 2-2 |
| Alternatives Studied In This EIR | 2-4 |
| Environmentally Superior Alternative | 2-5 |
| Summary of Land Use Consistency | 2-5 |
| Summary of Project Impacts | 2-5 |
| 3.0 PROJECT DESCRIPTION | 3-1 |
| Project History | 3-1 |
| Planning Area and Location | 3-1 |
| Plan Purpose and Objectives | 3-2 |
| Goals of the Plan | 3-2 |
| Required Discretionary Actions | 3-3 |
| Project Description | 3-4 |
| Proposed Planning Considerations by Planning Area | 3-4 |
| Relationship to Other Planning Documents | 3-7 |
| 4.0 ALTERNATIVES | 4-1 |
| Introduction | 4-1 |
| Alternatives Studied in this EIR | 4-1 |
| Alternatives Not Considered for Full Review | 4-3 |

| | |
|--|-------|
| 5.0 LAND USE AND CONSISTENCY WITH ADOPTED PLANS AND POLICIES | 5-1 |
| Introduction | 5-1 |
| Setting | 5-1 |
| Proposed Parkway Land Uses | 5-2 |
| Adopted Land Use Plans and Consistency Determination | 5-5 |
| Unadopted Related Land Use Plans | 5-12 |
| Summary of Land Use Consistency and Compatibility Findings | 5-14 |
| 6.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES | 6.1-1 |
| 6.1 Introduction to the Analysis | 6.1-1 |
| 6.2 Transportation and Circulation | 6.2-1 |
| 6.3 Air Quality | 6.3-1 |
| 6.4 Noise | 6.4-4 |
| 6.5 Biological Resources | 6.5-1 |
| 6.6 Water Quality | 6.6-1 |
| 6.7 Hydrology | 6.7-1 |
| 6.8 Cultural Resources | 6.8-1 |
| 6.9 Potential Conflicts Between Uses and Safety Impacts | 6.9-1 |
| 7.0 IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT | 7-1 |
| 8.0 GROWTH INDUCING IMPACTS | 8-1 |
| 9.0 CUMULATIVE IMPACTS | 9-1 |
| 10.0 REFERENCES: BIBLIOGRAPHY AND PERSONS CONSULTED | 10-1 |
| 11.0 LIST OF PREPARERS | 11-1 |
| APPENDICES | |
| A. NOP/Initial Study | |
| B. Comments Received on NOP | |
| C. Lists of Plants and Animals Found in the Parkway | |

LIST OF EXHIBITS AND TABLES

- 2-1 Summary of Environmental Impacts
- 5-1 Allowed Uses
- 6.2-1 2010 Bikeway Master Plan for the Project Area
- 6.2-2 Parking Facilities and Vehicle Trips Generated
- 6.2-3 Level of Service Definitions
- 6.2-4 Sacramento River Parkway Projected LOS
- 6.3-1 Ambient Air Quality Standards for Ozone, ROG, CO
and PM10
- 6.3-2 Parkway Vehicle Related Emissions Calculations
- 6.6-1 Sacramento River At Freeport Maximum Daily Temperature
- 6.6-2 Sacramento River At Freeport Minimum Daily Temperature
- 6.6-3 Water Quality of Sacramento River, CA
- 6.6-4 Water Quality Objectives for Sacramento River
- 6.9-1 Reported Crimes on City Off-Street Bike Paths
- 6.9-2 Reported Crimes in the American River Parkway

EXHIBITS

- 1-1 Regional Location Map
- 3-1 South Natomas Planning Area
- 3-2 Downtown
- 3-3 Land Park Planning Area
- 3-4 Pocket/Freeport Area Planning Area
- 4-1 Alternative B: Alternative Pocket Area Trail Route
- 4-2 Alternative C: South Natomas
- 4-3 Alternative C: Downtown
- 4-4 Alternative C: Land Park
- 4-5 Alternative C: Pocket/Freeport Area

1.0 INTRODUCTION

1.0 INTRODUCTION

INTRODUCTION

This Environmental Impact Report (EIR) provides a program level analysis of the potential environmental impacts associated with the adoption and implementation of the Sacramento River Parkway Plan ("Parkway Plan"). The Parkway Plan area extends from the northern Sacramento city limits in South Natomas to the southern city limits near Freeport. (Please see Exhibit 1-1, Regional Context Map). The Plan boundaries are generally the City limits inclusive of South Natomas to the north; the Sacramento River to the west; and 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 levee, or the inland boundary of public land along the River, whichever is most appropriate for land use issues.

The Draft 1993 Sacramento River Parkway Plan is an update of the 1975 Sacramento River Parkway Plan. This resource management plan contains goals, policies, land use designations, and a development strategy to manage and guide development of the City's portion of the Sacramento River. The two main goals of the Plan are: 1) To preserve, protect, enhance, and restore the riparian corridor and its associated ecosystem, and; 2) To provide public recreation access for active and passive recreational uses related to the River. The Parkway Plan policies and land use designations support these goals.

TYPE OF ENVIRONMENTAL IMPACT REPORT (EIR)

This EIR is a Program EIR, pursuant to Section 15168 of the CEQA Guidelines. The Program EIR is an informational document designed to provide the basis for the local planning and decision-making process. A Program EIR assesses the impacts of a series of actions that can be characterized as one large project and are related in one of four ways described in Section 15168(a) of the CEQA Guidelines:

- 1) geographically;
- 2) as logical parts in a chain of contemplated actions;
- 3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The Parkway Plan is being evaluated under a Program EIR because it is a policy document that coordinates and governs future development activities within a specified geographic area, namely, public lands immediately adjacent to the Sacramento River. No development will occur

immediately as a result of Plan approval. Individual development projects will go through a project specific public budgeting and decision-making process for inclusion in the City of Sacramento's Capital Improvement Program (CIP). CIP projects and other public improvements contemplated by the Plan will undergo further environmental review prior to approval of any discretionary action.

USE OF THIS EIR

State CEQA Guidelines require a brief statement describing the intended uses of an EIR. This is a Program EIR, as defined in CEQA Section 15168. It is anticipated that future approvals related to this project will be able to utilize the information set forth in this report as a basis for subsequent project specific environmental analysis. This EIR represents the first part of a phased process. No development will occur immediately as a result of approval of this plan. Rather, the Parkway Plan is a policy document. The Plan does contain a general development strategy for the Parkway, but it does not implement specific construction projects. This program EIR will provide a basic document that can be tiered off of to analyze specific development projects and to secure funding for the development phase of the Parkway. The City of Sacramento will be responsible for further environmental review as future discretionary actions are considered, that is, at the time that Parkway facilities are designed and constructed within their jurisdiction. Analysis at the design stage will include further analysis of the mitigation measures, and the impacts associated with those measures as well as the direct impacts associated with construction of Parkway facilities.

This EIR addresses potential impacts, at a program level, which would logically occur from project implementation. The basis for the analysis is the project description as presented in the EIR. CEQA Guidelines Section 15146 states that the degree of specificity required in the analysis depends on the specificity of the underlying activity described in the EIR. In some instances, where impacts were determined to be significant at the program level of analysis, a determination of the project specific effectiveness of mitigation measures could not be determined due to the conceptual nature of the project plans. In those cases where project details are lacking, programmatic mitigation measures are provided, however, additional project specific mitigation measures may be required as part of subsequent environmental reviews. Where this occurs, the EIR clearly states that the impact is subject to additional project-specific mitigation, to be identified in subsequent environmental reviews. If project specific mitigation measures cannot reduce the level of impacts to less than significant, the impact will remain significant and unavoidable.

Federal funds may be available to design and construct the trail system and other facilities proposed in the Parkway Plan. Projects that use federal funding must meet the environmental review requirements of the National Environmental Protection Act (NEPA). Therefore, it is anticipated that as construction projects are proposed in the Parkway, an environmental document will be prepared for each project that fulfills the requirements of NEPA as well as CEQA.

ENVIRONMENTAL PROCEDURES

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, Section 21000, et seq.) and the State Guidelines for Implementation of the California Environmental Quality Act of 1970, as amended (California Administrative Code Section 15000, et seq.). This report complies with the rules, regulations, and procedures for implementation of the California Environmental Quality Act.

The EIR provides a program level of analysis of potential impacts associated with adoption of the proposed Parkway Plan and identifies areas for subsequent environmental review related to implementation of specific projects enabled by plan adoption.

Initial Study: An Initial Study in accordance with CEQA was prepared for this plan which is included in the Appendix. Based on the Initial Study, it was determined that an EIR should be prepared. The issues discussed within the EIR are those which have been identified in the course of extensive review of all potentially significant environmental impacts associated with the proposed project.

Notice of Preparation: A Notice of Preparation (NOP) was prepared and distributed to the Distribution List included in the Appendix. The NOP was released on November 2, 1993 and was circulated to interested agencies, groups, and individuals for a 30-day review period (see Appendix A).

Public Draft EIR: The EIR will initially be published as a Draft EIR and will be subject to review and comment by the public as well as by all responsible and other interested jurisdictions, agencies and organizations during a period of 45 days.

Final EIR: Following public review and comment on the Draft EIR, written responses to comments on the Draft EIR will be prepared. The responses to comments may specify changes to the Draft EIR. The responses to comments and any changes to the Draft EIR therein specified will become the Final EIR. The Final EIR will be presented to the City of Sacramento City Council for certification as to its adequacy under CEQA.

Mitigation Monitoring Program: Once the proposed plan or an alternative is selected by the City Council, a Mitigation Monitoring Program (MMP) will be prepared. The MMP will include all adopted mitigation measures applied to the approved plan and will describe how the mitigation measures will be implemented and monitored.

ORGANIZATION OF THE EIR

This document provides a wide array of environmental information in different levels of detail. The document is structured in a manner to allow the reader to easily track information from the Summary (Chapter 2) through the Project Description (Chapter 3) and the Impact Analyses (Chapter 6). Impacts are numbered consecutively, and where appropriate, are associated with

a mitigation measure which is correspondingly numbered. This numbering system is carried over into the summary to allow easy location of the document's suggestions regarding a particular impact.

The document can be read in a number of ways depending on the reader's available time or interest in a particular issue. The briefest approach to the document involves reading only the summary. A somewhat more detailed reading of the document might involve careful reading of the full project description and description of alternatives, as well as the summary. For those with an interest in a particular issue, it may be appropriate to add to the above, a specific chapter or set of chapters. Finally, one can read the document in its entirety for a detailed presentation of all potential environmental effects of the project as proposed, and alternatives to the project.

The State CEQA Guidelines require that each EIR contain areas of description and analysis. The following list identifies areas of particular interest and the corresponding sections in this EIR:

Chapter 1: Introduction: The Introduction section discusses procedural matters, document format and organization, and project sponsors and contact persons.

Chapter 2: Summary: The Summary (Section 15123 of Guidelines) includes: an Executive Summary of the EIR; a Project Impact Summary; recommended mitigation measures; and the level of significance; and an Alternatives Summary Matrix. The Summary Matrix allows the reader to quickly review and compare the impacts of the proposed plan with the impacts of alternatives to the plan.

Chapter 3: Program Description: The Program Description (Section 15124 of Guidelines) includes a description of the project location and vicinity. This section also identifies the applicant's objective, project characteristics, and required discretionary actions.

Chapter 4: Alternatives: The Alternatives section examines a variety of suggested project alternatives as well as options currently under consideration or which may conceivably reduce the project's environmental impacts. The alternatives include a "no project" alternative in order to allow decision-makers to compare the effects of not approving a project or alternative. The purpose of this section is to provide decision-makers with a summary assessment of the comparative effects of each of the alternatives, focusing on the significant, unavoidable impacts, both short-and long-term, and on mitigation measures to such impacts. The CEQA Guidelines (Section 15126) require that a reasonable range of alternatives to the proposed project be discussed in the EIR and states that "the discussion of alternatives should focus on those alternatives capable of eliminating significant physical environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

Chapter 5: Land Use Consistency: In addition to physical, environmental impacts, CEQA requires a discussion of the consistency of the proposed project with adopted plans and policies. Consistency with a plan is not a physical impact per se, but, inconsistencies are required to be disclosed and discussed. If a plan inconsistency results in a physical impact, the physical impact is separately discussed in Chapter 6, Environmental Impacts. This Chapter describes the consistency of the proposed Parkway Plan with existing plans and policies. This Chapter is intended to disclose how the proposed plan relates to adopted plans.

Chapter 6: Environmental Setting and Impacts: This is the heart of the analysis of the EIR (Section 15126 and 15143 of Guidelines). This Chapter does the following:

1. Identifies significant environmental impacts of the proposed project including thresholds for significance; both project specific and cumulative impacts by issue area will be identified and assessed.
2. Discloses any significant environmental effects of the proposed project which cannot be avoided if the proposal is implemented.
3. Develops mitigation measures proposed to avoid or minimize the significant effects. Mitigation measures are reasonably expected to reduce significant adverse impacts of development to less than a significant level. Mitigation measures shall be incorporated into a monitoring program.

Chapters 7, 8 and 9 : Long Term Implications and Other Statutory Requirements: The section describes Growth Inducing Impacts, Cumulative Impacts, and Irreversible Environmental Changes.

FOCUS OF THE EIR ANALYSIS AND ISSUES TO BE STUDIED AND RESOLVED

The Initial Study prepared for the Parkway Plan determined that the Plan provides many beneficial policies for the protection of natural resources. The Plan however, does encourage new public uses along the Sacramento River which should be reviewed for possible impacts on riverine and riparian habitats and compatibility with surrounding development. Based on the Initial Study, this EIR focuses on the following issue areas:

1. Land Use, Zoning and Conformity with Adopted Plans
2. Air Quality
3. Transportation and Circulation
4. Water Quality
5. Hydrology
6. Biological Resources
7. Noise
8. Cultural Resources
9. Potential Conflicts Between Uses and Safety Effects

The Impact Summary section discusses the areas which are anticipated to result in a less-than-significant impact on the environment based on the Initial Study for the project prepared by the City of Sacramento. These areas are:

1. Geology
2. Aesthetics
3. Natural Resources
4. Population, Housing and Employment
5. Energy
6. Utilities
7. Human Health
8. Parks and Recreation

LEAD AND RESPONSIBLE/TRUSTEE AGENCIES

Lead Agency

The project sponsor is the City of Sacramento. In conformance with Sections 15050 and 15367 of the State CEQA Guidelines, the City of Sacramento has been designated the "lead agency" which is defined as the "public agency which has the principal responsibility for carrying out or disapproving a project". The lead environmental consultant for the EIR is Planning Dynamics Group (PDG). Background on river resources was also provided by the environmental staff of the City of Sacramento and the State Lands Commission. Preparers and Contributors to this report are listed in Chapter 11 of this EIR. The lead contact person is:

City of Sacramento-Lead Agency Contact:

Grace Hovey
Project Manager
Department of Planning and Development
Planning Services Division
1231 I Street, Room 300
Sacramento, CA 95814
(916) 264-7037

Responsible/Trustee Agencies

Responsible Agencies are those agencies which have discretionary approval over one or more actions involved with development of the proposed project. Trustee Agencies are state agencies having discretionary approval or jurisdiction by law over material resources affected by a project. These agencies include, but are not limited to the following:

State Lands Commission
100 Howe Avenue, Suite 100 S
Sacramento, California 95825-8202

The State Lands Commission has exclusive jurisdiction over all ungranted tidelands and

submerged lands owned by the State and the beds of navigable waters in the State and protects the public trust of waterways. The Commission is responsible for permitting an dredging, fill or construction within state lands, and also serves to develop policies for the use of waterways.

California Department of Fish and Game, Region 2
1701 Nimbus Road
Rancho Cordova, California 95670

Fish and Game also regulates actions which could affect endangered or special status species and their habitats under the California Fish and Wildlife Plan and the Fish and Wildlife Coordination Act of 1958. Fish and Game is a trustee agencies for the Parkway Plan and a responsible agency for any implementing actions which affect wildlife habitats or populations. For certain threatened or special status species and habitat types, the U.S. Department of Fish and Wildlife may also be involved in permitting and planning decisions.

State of California, Department of Water Resources
Reclamation Board
1416 9th Street,
Sacramento, California 95814

The State Reclamation Board is responsible for maintaining all flood control "project" levees and certain designated waterways. Activities which occur on or near a project levee will generally require an encroachment permit from the Board.

United States Army Corps of Engineers
1301 J Street
Sacramento, California 95814

The Corps of Engineers is responsible for all navigable waterways and for the administration of Sections 10 of the Rivers and Harbors Act and 404 of the Federal Clean Water Act.

PREVIOUS ENVIRONMENTAL DOCUMENTS, RELATED ENVIRONMENTAL DOCUMENTS AND ADOPTED PLANS

A number of plans and previous EIRs have been prepared which were important to this analysis. These documents are listed here and incorporated by reference as source documents for this EIR. All documents are available for public review and inspection at the City of Sacramento Environmental Division, 1300 I Street, Third Floor, Sacramento, California.

State and Federal Documents

Sacramento River Marina Carrying Capacity Study, California State Lands Commission, May, 1986.

Sacramento River Bank Protection Project, The State Reclamation Board, December, 1987.

Sacramento River Flood Control System Evaluation, Phases II - V, Programmatic DEIS/DEIR, U.S. Army Corps of Engineers, Sacramento Dist., October, 1991.

Yolo Basin Wetlands, Sacramento River, Initial Study, U.S. Army Corps of Engineers, November, 1991.

Interim Guide for Vegetation on Flood Control Levees Under Reclamation Board Authority, The State Reclamation Board, September, 1988.

Policy on Bicycle Trails on Levees, The State Reclamation Board, June 21, 1991.

Sacramento Urban Area Levee Reconstruction Project - Sacramento River Swainson's Hawk Nesting Population Study, U.S. Fish and Wildlife Service, Region 1, July, 1991.

Sacramento Yacht Club Expansion DEIR, California State Lands Commission, July, 1992.

City of Sacramento

1984 Master Plan for Park Facilities and Recreational Services, Department of Parks and Community Services.

1989 Master Plan Update for Park Facilities and Recreation Services, Dept. of Parks and Community Services.

Sierra Foundation DEIR, March, 1992.

Sacramento General Plan Update EIR, 1988.

City of Sacramento General Plan, updated and adopted by the City of Sacramento, January 1988

Land Use Planning Policy Within the 100 Year Flood Plain in the City and County of Sacramento Draft and Final EIRs, prepared for the City of Sacramento, January 1990.

Sacramento River Parkway Master Plan, City of Sacramento, Parks and Community Services, 1975.

Sacramento County

Sacramento County General Plan, Land Use, Conservation and Open Space Elements.

1993.

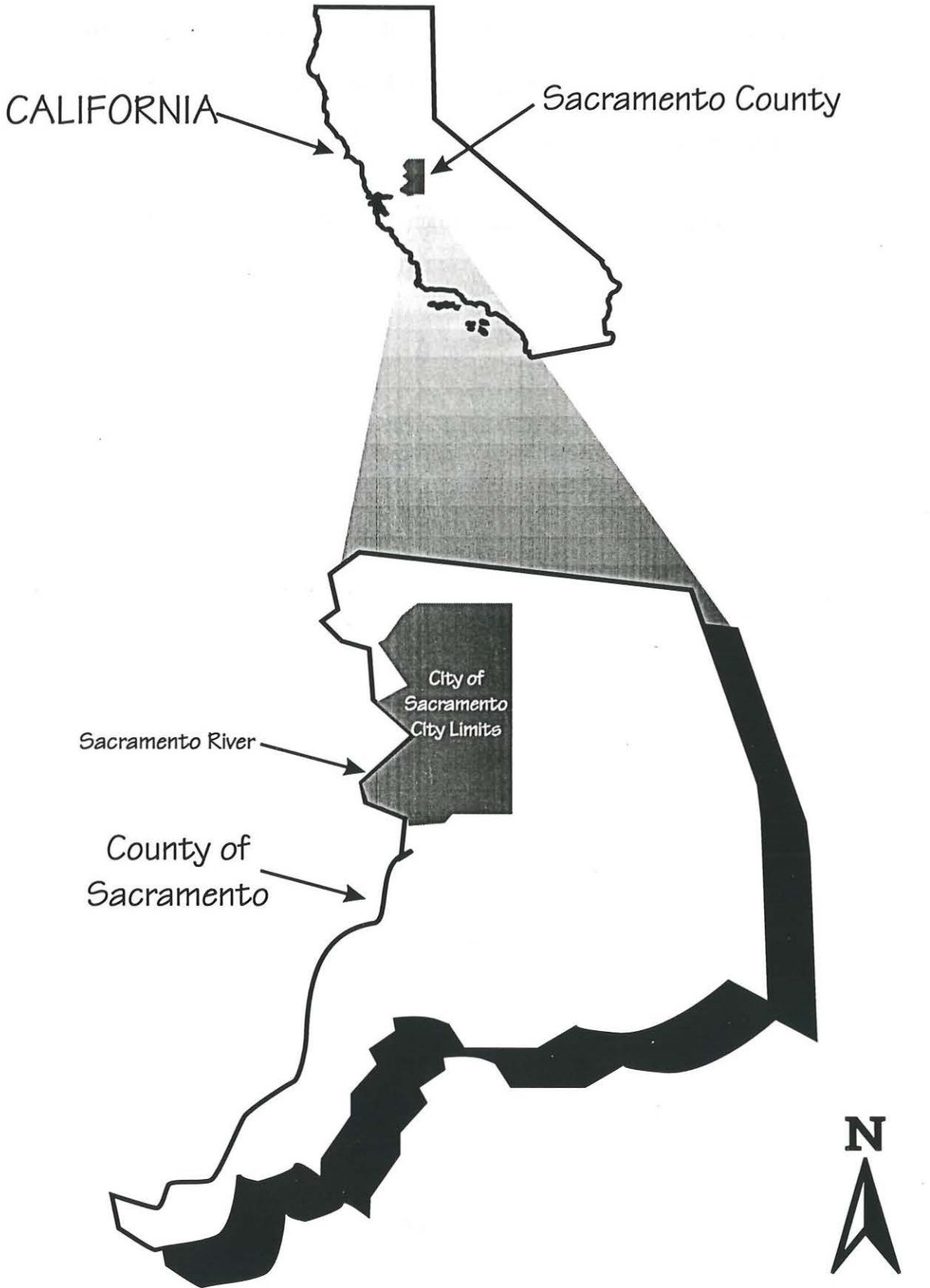
Policy 2000, Sacramento County, Department of Parks and Recreation 1988.

The 2010 Sacramento City/County Bikeway Master Plan, County of Sacramento.

The 2010 Sacramento City/County Bikeway Master Plan DEIR, Sacramento County, September 1992.

Sacramento Bikeways Master Plan, Sacramento County, January 1977.

EXHIBIT 1 - 1 REGIONAL MAP



CALIFORNIA

Sacramento County

Sacramento River

County of
Sacramento

City of
Sacramento
City Limits



Scale of map
approximate

2.0 SUMMARY

2.0 SUMMARY

INTRODUCTION

This section briefly describes the proposed project, alternatives to the project and project impacts. All impacts that were identified during the course of this environmental analysis are presented in Table 2-1 at the end of this chapter.

SUMMARY OF PROJECT DESCRIPTION

Project Location

The Sacramento River Parkway Plan is a policy document for the management of the Sacramento River Parkway. 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.

Project Description Summary

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 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 complete a continuous, lineal Parkway with a *bicycle and multiuse* trail along the Sacramento River from the City limits at I-80 and Garden Highway in South

Natomas to the City limits at Freeport. Portions of this proposed continuous trail are currently in public ownership, some sections of which are developed and other sections are undeveloped. The Plan would guide the completion of a continuous trail.

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. In general, allowed uses on the trails in the Parkway include: hiking, bicycling, horseback riding and nature study. The exact alignment of the trail system has not been determined, but a general trail corridor has been identified in the Plan. Equestrian and bicycle use will be accommodated on separate, but parallel and adjacent trails and pedestrian use can be accommodated on both bicycle and equestrian trails. Policies for equestrian use have not yet been developed, but will be studied at a future date.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The environmental review process should assist decision-makers and the public in 1) identifying the most environmentally responsible alternative and, 2) making informed decisions regarding means to mitigate impacts regardless of the alternative plan chosen for implementation. For this planning program and EIR there are several issues to be resolved and one known area of controversy.

Issues to be resolved include:

- 1) What is the environmentally superior plan alternative?
- 2) What impacts and or conflicts result from attempts to balance public access to the river with resource protection issues?
- 3) What are the best and most feasible mitigation measures to reduce the impacts of the plan and the plan's proposed implementation actions?

Areas of controversy are:

- 1) The proposed continuous levee trail system along the river poses controversy in the Pocket area of the City of Sacramento. Sections of the Little Pocket and north Pocket

area have homes which back-up to the levee and river. In these areas, residents perceive the proposed bike trail on the levee to be an intrusion. Although the Parkway Plan does not delineate the exact location of the levee/river trail, it is evident that in the Little Pocket and Pocket areas of the City, that only a very narrow buffer exists at between the top of the levee and the backyards of adjacent residents. During hearings on the Parkway Plan, some residents in these areas expressed concern that implementation of the trail would result in trail users seeing directly into homes and backyards, and possible related security issues such as trespassing, noise, litter, vandalism and loitering.

- 2) In some cases, the State Lands Commission has not clarified the claim boundary for public trust lands and it is difficult to distinguish between public lands and private lands along the levee (all areas do however have either a maintenance or recreation easement along the levee for levee access and maintenance). Also, in the Little Pocket and Greenhaven areas, private land ownership extends to the highwater mark of the Sacramento River and the levee (and trail) would need to traverse the parcel. Clarification of easements and or acquisition of property would need to occur. This may alter land division patterns including setbacks and other requirements of the remaining parcels.

Because of widespread concern regarding the on-levee bike trail in the Pocket area, this EIR considers an alternative which avoids levee trail access in those sections of the Pocket area and diverts the trail to inland off-street routes in the Pocket area (See Chapter 4, Alternatives, Alternative B). Also, this EIR includes a Chapter on trail safety and socio-economic impacts to review possible conflicts in this area.

- 3) Public access to public trust lands and navigatable waters (the Sacramento River) is required by the Subdivision Map Act and protected by the State Lands Commission. Reasonable vertical and lateral access along the river therefore, must be identified and protected by public agencies. In determining access, minimization of conflicts of use, protection of private property rights, and protection of habitats must be taken into consideration and balanced. Clearly different approaches may be taken to the interpretation as to how to balance the needs for public access, protection of habitat and protection of private property. This EIR seeks to develop alternatives and mitigation measures which disclose alternative approaches. Overall, the intent of the Parkway Plan and Alternatives is to provide policy level guidance as to how access to the river can most reasonably be accomplished with the least harm. The plan includes a number of policies which are in and of themselves, mitigation measures designed to reduce adverse impacts. Where the Plan policies can be strengthened to reduce impacts, additional mitigation measures are included in this EIR.
- 4) Several Notice of Preparation (NOP) commentors were concerned that the Parkway Plan does not specify an equestrian trail system and support facilities along the river. Policy R8 of the Draft Parkway Plan (page 30) does state that "Equestrian uses shall be allowed in the Parkway, where feasible. However, specific trail locations and policies to guide

the development is preexisting or approved in an adopted development plan. Potential impacts to plant/animal life, noise, cultural resources and air quality would be significantly reduced under this alternative.

SUMMARY OF PROJECT IMPACTS

The environmental impacts of the proposed project and alternatives are summarized in Table 2-2, and a detailed discussion of the impacts are found in Chapter 6 of this document. The following levels of significance are used to identify impacts in the summary table:

- S/U A Significant Unavoidable Impact - an impact which cannot be avoided even with mitigation.
- S/A Significant Avoidable Impact - an impact which can be mitigated to a less than significant level.
- LTS Less-Than Significant Impact - an impact which is not significant, does not exceed established thresholds or for which existing regulations exist which mitigate the potential impacts to a less-than-significant level.
- None No Impact.

The last column of the Table identifies the proposed mitigation measures needed to address identified impacts. In most cases mitigation measures are proposed which reduce and impact to a less than significant level once mitigation measures are applied. In some instances, mitigation measures will reduce the magnitude of impact, but not to a less than significant level.

TABLE 2-1 SUMMARY OF MAJOR IMPACTS AND MITIGATION MEASURES

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|---|--|---|---|
| <p><u>IMPACT 6.2-1 LOCAL CIRCULATION</u></p> <p>Adoption of the Sacramento River Parkway Plan is not expected to have a significant impact upon local circulation. Projected trip generation from proposed parking facilities is minimal, and does not result in a significant change in Level of Service on major roadways serving the Parkway Area. Less-than Significant (LTS)</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project.</p> | <p>Same as Proposed Project</p> | <p>None required at a program level.</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
 RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|--|--|--|---|
| <p>IMPACT 6.2-2 BIKEWAY AND TRAIL SAFETY</p> <p>Off-street Sections: An off-street trail will have a beneficial effect of reducing the risk of accidents resulting from bicycle/pedestrians and vehicles. A potentially significant effect is safety of users on sections of the trail which are less visible. The Plan includes safety policies which are augmented by the mitigations in the EIR. With mitigation the significant effect can be avoided. (S/A)</p> <p>On-Street Sections: The Parkway Plan also includes an Interim Trail By-Pass Route along Riverside Boulevard south of Captain's Table Marina. This section is currently designated a bikeway, therefore no change in bicycle circulation will occur. Less than significant impact.</p> <p>Multi-use (Equestrian) Designation: Certain areas of the river trail system may be hazardous for multiple use by horses, bicyclists and pedestrians. With mitigation this significant effect can be avoided (S/A)</p> | Same as Proposed Project. | Same as Proposed Project | Same as Proposed Project | <p>Off-street Sections: Implement Mitigation Measures 6.9-2 and 6.9-3 of Chapter 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. (LTS)</p> <p>On-Street Sections: None required</p> <p>Multi-use (Equestrian) Designation: The City 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. (LTS)</p> |
| <p>IMPACT 6.2-3 TRANSIT</p> <p>No significant adverse impacts to transit systems are expected to result from implementation of the Parkway Plan or alternatives. LTS.</p> | Same as Proposed Project. | Same as Proposed Project | Same as Proposed Project | None required at a program level of review. |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|---|
| <p>IMPACT 6.3-1 <u>VEHICLE RELATED EMISSIONS (ROG, NOx AND PM-10)</u></p> <p>The project specific emissions generation is expected to be below the SMAQMD threshold for project level significance based on a program level estimate of new vehicle trips generated by proposed parking facilities in the Parkway. Less than significant effect. (LTS)</p> | Same as Proposed Project. | Same as Proposed Project | Same as Proposed Project | None required at a program level of review. |
| <p>IMPACT 6.3-2 <u>LONG TERM (CUMULATIVE) VEHICLE RELATED EMISSIONS (ROG, NOx AND PM-10)</u></p> <p>Air quality calculations show project specific effects to be less than significant, as such, it is not anticipated that the Parkway Project will substantially contribute to longterm cumulative effects. Less than significant (LTS)</p> | Same as Proposed Project | Same as Proposed Project | Same as Proposed Project | None required at a program level of review. |
| <p>IMPACT 6.3-3 <u>CARBON MONOXIDE (PROJECT SPECIFIC)</u></p> <p>Chapter 6.2, Transportation determined that vehicle trips generated by implementation of the Plan would not significantly impact levels of service or result in adverse congestion that would cause localized CO effects. As such, at a program level, CO impact are considered less-than-significant. (LTS)</p> | Same as Proposed Project | Same as Proposed Project | Same as Proposed Project | None Required at a program level of review. |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|---|--|--|---|
| <p><u>IMPACT 6.3-4 CONSTRUCTION DUST AND PARTICULATE MATTER</u></p> <p>Implementation of the Parkway Plan may result in facility construction activities (trails and parking lots) which would generate PM-10. Although the precise location, amount of site modifications, and construction methods are not known at this time, this is considered a potentially significant impact. (S/A)</p> | Same as the Proposed Project. | Same as the Proposed Project. | Same as the Proposed Project. | <p>Implement dust control measures to reduce to a less than significant level:</p> <ol style="list-style-type: none"> 1. Apply non-toxic soil stabilizers or to all exposed and inactive construction areas which have been recently graded and are inactive for 10 days or more. 2. Enclose, cover, or water twice daily any exposed piles of dirt, sand, gravel or other construction debris. 3. Water active areas of the construction site twice daily to control wind borne dust. 4. Cover all truck beds hauling dirt, sand, soil, or other loose material to and from the construction site. (LTS) |
| <p><u>IMPACT 6.4-1 NOISE GENERATION -- PROJECT SPECIFIC ENVIRONMENT</u></p> <p>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. Measures are included in the Parkway Plan and in this EIR to reduce noise impacts (S/A)</p> | Same as Proposed Project insofar as many of the facility projects included in the Parkway Plan are also included in existing adopted plans. | Same as Proposed Project | Same as Proposed Project | <p>Implement the following measures to reduce to a less-than-significant level:</p> <ol style="list-style-type: none"> 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. (LTS) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|---|--|--|--|
| <p>IMPACT 6.4-2 NOISE GENERATION - CUMULATIVE</p> <p>It is expected that there will be cumulative noise impacts from the implementation of the Parkway Plan. 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. (S/A)</p> | Same as the Proposed Project. | Same as Proposed Project | Same as Proposed Project | Refer to Mitigation Measure 6.4-1 . (LTS) |
| <p>IMPACT 6.4-3 CONSTRUCTION NOISE</p> <p>Although the Parkway Plan does not include construction activities, adoption of the Parkway Plan does represent a commitment to construction activities in the future as described in the Plan. Residences close to the Parkway are likely to experience construction-related noise impacts. These noise impacts are temporary, limited to the construction phase, and generally limited to normal working hours and other conditions of the City's Noise Ordinance. Construction impacts are expected to be less than significant with proper enforcement of the Noise Ordinance. (LTS)</p> | Same as Proposed Project insofar as many of the facility projects included in the Parkway Plan are also included in existing adopted plans. | Same as Proposed Project | Same as Proposed Project | With proper enforcement of the City' s Noise Ordinance no significant impacts are identified and no additional mitigation is required. |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|---|--|--|---|
| <p><u>IMPACT 6.5-1 IMPACTS TO RIPARIAN HABITAT/RIVERBANK VEGETATION</u></p> <p>The Parkway Plan is a policy document which in and of itself will not cause physical disturbances. Implementation of individual projects contemplated by the Plan, may however, impact riparian vegetation. Since the exact location, and design of Parkway facilities is not known, and since the Parkway Plan is a resource protection document, it is not anticipated that significant habitat fragmentation will result. Therefore, at a program level, no significant impacts can reasonably be foreseen from plan adoption. There may none-the-less be potential impacts resulting from individual project implementation which will depend greatly on the design of such projects. Project specific mitigation measures may therefore be developed at the time individual development projects are submitted to project specific environmental review. (LTS)</p> | <p>The No Project Alternative : If the Parkway Plan was not adopted, most of the facilities proposed by the Plan would still be developed (as they are included in existing adopted plans) but, implementation activities would not be guided by the Parkway resource protection policies. Therefore, this alternative may result in potentially significant impacts to riparian habitat.</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project</p> | <p>None required at a program level. Mitigation Measures may be required at a project specific level.</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|--|--|--|--|
| <p><u>IMPACT 6.5-2 IMPACTS TO TREE RESOURCES/HERITAGE TREES</u></p> <p>Construction of Parkway facilities as a result of implementation of the Parkway Plan may result in impacts to tree resources. Implementation of the Parkway Plan may result in construction of facilities such as multiuse trails and other recreation amenities. Therefore there is the potential for impacts to trees either due to tree removal for trail alignment or as a result of general construction activities. Disturbance or removal of trees constitutes a potentially significant impact Individual development projects will be required to undergo further environmental review to identify potential impacts to tree resources. Tree surveys will be done prior to any development project and all projects are required to comply with the City's Tree Ordinance. With proper enforcement of existing procedures, program level impacts are estimated to be less-than-significant. (LTS)</p> | <p>Under the No Project Alternative, development can proceed in the Parkway without Parkway Plan policies regarding protection of natural resources. Development would however, still be subject to the City's Tree Ordinance.</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project</p> | <p>With proper enforcement of the City's existing tree preservation policies, no additional program level mitigation measures are required. Individual development projects will however, be subjected to project specific review which may result in additional project specific mitigation measures.</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|--|--|--|--|
| <p><u>IMPACT 6.5-3 SPECIAL STATUS SPECIES - IMPACTS TO SWAINSON'S HAWK</u></p> <p>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. Construction activities and public access related to implementation of the Plan may result in disturbance to nesting activities. Any disturbance or loss of habitat would be considered a significant impact. (S/A)</p> | <p>The no project alternative has the potential to have the same or less impacts than the proposed project depending upon how development occurs in the absence of the Plan. Any development project taking place in the proposed Plan area, would have the potential for disturbance of nest sites. The no project alternative may have an affect on Swainson's hawk nesting sites; therefore, there would be a significant impact. (S/A)</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project</p> | <p>Implementation of the following mitigation measures would reduce the impacts associated with the Parkway Plan and alternatives to a less-than-significant level.</p> <ol style="list-style-type: none"> 1. Prior to approval of individual Parkway development plans, a determination shall be made regarding the sensitivity and suitability of the site for Swainson's Hawk habitat. If the project site is sensitive, the California Fish and Game shall be consulted and a habitat survey prepared. 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 (revised 1992). 4. Prior to construction of any Parkway development, hire a qualified biologist to conduct a survey within a 1/2 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 |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|--|--|---|---|
| <p><u>IMPACT 6.5-4 SPECIAL STATUS SPECIES - VALLEY ELDERBERRY LONGHORN BEETLE (VELB)</u></p> <p>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. The project may have a significant impact on the VELB. (S/A)</p> | <p>Any development project taking place in the proposed Plan area, would have the potential for disturbance of elderberry bushes. Under the No Project Alternative, development could proceed without Parkway Policies regarding resource protection. The no project alternative may result in damage or removal of elderberry plants; therefore, there would be a significant impact. (S/A)</p> | <p>Same as Proposed Project.</p> | <p>Same as Proposed Project (possibly slightly less disturbance due to no riverside development - but- still significant)</p> | <p>Implement these measures to reduce impacts to less than significant:</p> <ol style="list-style-type: none"> 1. Prior to development of facilities included in the Parkway Plan, a site specific determination shall be made of the suitability and sensitivity of the site for VELB habitat. If the site is sensitive, the State Department of Fish and Game shall be contacted for guidance in the development of a mitigation plan. (LTS) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|---|--|--|---|
| <p><u>IMPACT 6.5-8 - SPECIAL STATUS SPECIES (DELTA SMELT AND WINTER RUN CHINOOK SALMON)</u></p> <p>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 waterfront development including recreational facilities. Siltation and loss of habitat would adversely effect these species. Impacts to special status species and their habitat due to development projects will be reviewed when specific development projects undergo environmental review by the City. However, at a program level, implementation of the Plan could result in a potentially significant impact on special status species. (S/A)</p> | <p>The no project alternative could result in approximately the same impacts as the proposed project since many of the facilities proposed in the Parkway Plan are also proposed in other development plans. Therefore, this alternative may result in significant impacts. (S/A)</p> | <p>Same as Proposed Project</p> | <p>Less than Significant Impacts.</p> | <p>The mitigation measures listed below would reduce the impact, but not to less-than-significant.</p> <p>Implement Mitigation Measures under 6.5-1 and 6.6-1, (Water Quality). (LTS)</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|---|--|--|---|
| <p><u>IMPACT 6.6-1 RUN-OFF AND EROSION FROM PUBLIC ACCESS ROUTES AND PARKING</u></p> <p>Runoff from paved road surfaces, such as parking areas for recreation areas, is expected to 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 Parkway Plan includes erosion control policies. The proposed policies will reduce impacts of plan adoption, however, additional site specific mitigation measures may be required for individual developments. (S/A)</p> | <p>The No Project Alternative may have significant impacts which would be similar to the proposed project, but, would not include the policies to mitigate impacts which are included in the Plan. Thus this alternative may result in significant impacts with no regional mitigation program.</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project.</p> | <p>In addition to Parkway Policies E1 through E4, new parkway development should incorporate the following mitigation measures to reduce impacts to a less-than-significant level:</p> <ol style="list-style-type: none"> 1. 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. <p>(Cont next page)</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|--|--|--|--|
| <p><u>IMPACT 6.6-1 RUN-OFF AND EROSION FROM PUBLIC ACCESS ROUTES AND PARKING</u></p> <p>Continued from preceding page</p> | | | | <p>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. (LTS)</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|---|--|---|---|
| <p><u>IMPACT 6.6-2 CONSTRUCTION SILT AND EROSION</u></p> <p>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 would 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. Waterfront development construction that includes grading adjacent to the river and projects that may require streambank stabilization or other construction activity within the river may create a significant impact (S/A)</p> | <p>The No Project Alternative may have significant impacts the same as the proposed project. Because the No Project Alternative is not a regional management program, this alternative would not have the same oversight and coordinated provided by the Parkway Plan. Thus this alternative may result in significant impacts with no regional mitigation program.</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project (Eliminating waterfront parkway development will however reduce the magnitude of impact but not to a less than significant level. Development can still occur on the levee crown)</p> | <ol style="list-style-type: none"> 1. Restrict any construction grading to the dry season between May 1 and September 30. 2. All grading activities shall be done in accordance with the Uniform Building Code (UBC), Chapter 70 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. (Continued next page) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|------------------------|--|--|--|--|
| Impact 6.6-2 Continued | | | | <p>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.</p> <p>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.</p> <p>7. Implement post construction Best Management Practices (BMP's) approved by the Utilities Department. (LTS)</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|---|
| <p><u>IMPACT 6.6-3 WATER QUALITY - MARINAS AND MARINE VESSELS</u></p> <p>No new marinas are proposed as part of the Parkway Plan. Therefore, no significant impact is anticipated. LTS</p> | Same as Proposed Project | Same as Proposed Project | Same as Proposed Project | None required at a program level. |
| <p><u>IMPACT 6.6-4 LITTER AND DEBRIS</u></p> <p>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. Boaters also contribute to the problem by improperly disposing of litter. 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. Boating is considered to have a larger potential impact than land-based activities due to the direct access boat litter has to the river. (S/A)</p> | Under the no project alternative, there would be minimal policies to guide public use and maintenance of the river areas. This could create litter and debris impacts. (S/A) | Same as Proposed Project | Same as Proposed Project | <p>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.</p> <ol style="list-style-type: none"> 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. (LTS) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|---|
| <p><u>IMPACT 6.7-1 - HYDROLOGY-FLOODING</u></p> <p>The lands within the Parkway Plan Area are part of the historic river channel and overflow flood plain. During flood events, these areas are subject to varying degrees of flood risk. In particular, the area within the levees is designated floodway and most of the berm area is frequently covered by floodwaters. The Parkway Plan does not propose construction of any facilities. The adoption of the Parkway Plan will not alter the flood hydrology of the area, therefore, there is no impact. Individual development projects in the Parkway will undergo further environmental review by the City to determine impacts and mitigation measures. The Parkway Plan will have a less than significant impact on the floodway and the flood plain. (LTS)</p> | No change from existing flood risk. | Same as Proposed Project | Less than Significant | None required at a program level. |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|--|---|--|--|---|
| <p><u>IMPACT 6.7-2 - HYDROLOGY - LEVEE MAINTENANCE</u></p> <p>The Parkway Plan includes policies for protection of the levees and for control of unauthorized public access. Individual Parkway Plan implementation projects will be subjected to environmental review and permitting by levee regulatory agencies (Reclamation Board, etc.) As such, at a program level, no significant impact is anticipated. (LTS)</p> | <p>Under the Existing Plans alternative, similar facilities may be developed, but without the policies of the Parkway Plan. None-the-less, facility development will be regulated by levee maintenance agencies such as the Reclamation Board. As such, this alternative is anticipated to have a less than significant effect.</p> | <p>Same as Proposed Project.</p> | <p>Same as Proposed Project.</p> | <p>None required at a program level.</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|---|
| <p><u>IMPACT 6.7-3 - PUBLIC SAFETY - FLOOD RISKS</u></p> <p>The proposed plan area is located in an area which has less than 100 year flood protection. This may result in exposure of people and public facilities to flood risks. (The Plan contains policies that would reduce risks to public safety. However, risks are still considered to be significant and unavoidable. (S/U)</p> | <p>No change from existing flood risk.</p> | <p>Same as Proposed Project</p> | <p>Less than Significant</p> | <p>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 <u>Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento</u>. (RED/MAG)</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|---|
| <p>IMPACT 6.8-1 PREHISTORIC RESOURCES</p> <p>Based on the literature search and the results of previous studies in the area, it is possible, but not highly likely, that remnants of prehistoric resources may be associated with the project area. The potential to disturb prehistoric cultural resources is a potentially significant impact. There are recorded pre-historic sites in the project area. The area is considered a potentially sensitive site for prehistoric resources due to the proximity of the site to the American and Sacramento Rivers. Disturbance of the site may uncover resources which would constitute a potentially significant impact. (S/A)</p> | <p>Same as Proposed Project.</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project.</p> | <p>Implementation of the following mitigation measures would reduce the impacts associated with the proposed project and alternatives to less-than-significant levels.</p> <ol style="list-style-type: none"> 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. (LTS) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|--|
| <p><u>IMPACT 6.8-2 HISTORIC/CULTURAL RESOURCES</u></p> <p>Since the general area is known to have historic buildings and other features, the sensitivity for historic/cultural resources is estimated to be in the moderate to high range. Buried features and artifacts may be uncovered during ground disturbance activities. This is considered a potentially significant impact. (S/A)</p> | <p>No new impacts other than those anticipated by the General Plan and Community Plan EIRs'.</p> | <p>Same as Proposed Project</p> | <p>Same as Proposed Project</p> | <p>In order to reduce the magnitude of the potential impact to historic/cultural resources to a less-than-significant level, the following steps should be implemented:</p> <ol style="list-style-type: none"> 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. (LTS) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|--|---|
| <p><u>IMPACT 6.9-1 PUBLIC SAFETY: SECURITY OF PRIVATE PROPERTY</u></p> <p>Approximately 25% of the Parkway river front area is in private property which comprises approximately 30% of the linear river frontage in the Parkway. The most controversial ownership relative to the Parkway is the private property owned to the water's edge. This generally occurs from Captain's Table Marina southward to the Greenhaven area. Studies conducted for rail trails indicate that safety and security problems do not increase once a trail is open to the public. Once these areas are accessible to the general public, adjacent residential property owners may experience an increase in trespass, loss of privacy and other problems. The close proximity of private residential property in Greenhaven and the Pocket area presents additional concerns regarding the ability of police officers to enter private property for security purposes. Implementation of the proposed Parkway policies will provide Parkway neighbors with some level of security, however, whether funding will always be available for public safety officers to patrol the Parkway is uncertain. 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. (S/A)</p> | <p>No new impacts other than those anticipated by the General Plan and Community Plan EIRs'.</p> | <p>Similar impacts to the proposed project except in the Little Pocket and North Pocket area where this alternative re-routes the trail to on-street routes and avoids conflicts with land uses directly on the levee.</p> | <p>Same as Proposed Project.</p> | <p>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. (LTS)</p> |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|---|--|
| <p><u>IMPACT 6.9-2 CONFLICT OF LAND USES</u></p> <p>The potential for land use conflicts is greatest for the proposed project in the Little Pocket, and North Pocket areas since this is the area where residential uses are adjacent to the Parkway. The Little Pocket and Pocket portions of the Parkway present special economic and social constraints, yet offer an opportunity to provide a continuous trail to Freeport, linking with the American River Parkway from Natomas and Folsom. Most of the riverfront property in these areas consists of private residential inholding which require special consideration with respect to Parkway development. The Private Inholding Area (PIA) designation recognizes the practical limitations to developing this portion of the Parkway, yet maintains the vision of a continuous trail as a long-term goal. With the inclusion of the PIA designation in the Parkway Plan, land use conflicts will be reduced in the Pocket and Little Pocket areas to less than significant. Land use conflicts at Neighborhood and Intermediate access points in the remainder of the Parkway will remain significant and avoidable. (S/A)</p> | <p>Same as Proposed Project.</p> | <p>Similar impacts to the proposed project except in the Little Pocket and North Pocket area where this alternative re-routes the trail to on-street routes and avoids conflicts with land uses directly on the levee.</p> | <p>This alternative would have impacts similar to the proposed project.</p> | <p>The following mitigation measures will reduce program level impacts to a less than significant level:</p> <ol style="list-style-type: none"> 1). Prior to removal of the PIA designation for Parkway development, the following conditions shall be met prior to the off-street trail being developed in the Area: <ol style="list-style-type: none"> 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. (LTS) |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

| PROJECT IMPACT | ALTERNATIVE AA2 NO PROJECT (Existing Plans)* | ALTERNATIVE B RE-ROUTE SECTIONS OF POCKET TRAIL | ALTERNATIVE C NO WATERSIDE DEVELOPMENT | MITIGATION MEASURES AND EFFECT OF MITIGATION |
|---|--|--|---|--|
| <p><u>IMPACT 6.9-3 IMPACTS TO PROPERTY VALUES</u></p> <p>Property owners have expressed a concern that property values will decrease when a recreational trail is constructed on the levee at the rear of residential lots. Private property will have to be acquired across the back of some lots. In the previously discussed Rail Trail study, most real estate professionals interviewed believed that the trails had no adverse effect on property values or sales, either near the trails or immediately adjacent to them. However, many acknowledged that there were so many factors involved in the appeal of any property that it was very difficult to separate out the impact of any one variable such as a trail. Many realtors felt the effect of the trail varied greatly depending on the situation. Other variables such as market and general economic conditions also effect property values. Therefore it appears that it cannot be demonstrated with certainty whether or not property values will be effected either positively or negatively by the presence of the trail. Some adjacent property owners in the Parkway themselves perceive the trail as detrimental to their property values, however, wide spread direct loss of property values has not been demonstrated in trail studies.</p> | No impact. | Elimination of the recreational trail from the levee in from Captain's Table Marina to the Pocket Canal will have no effect on property values in this area. | This alternative will have the same effect as the proposed project. | No clear cause and effect can be established between implementation of a trail system and loss of property values. A number of opinions have been expressed. Since no clear impact can be ascertained at this time, no mitigation measures are proposed. |

* Alternative AA1 is the No Project Existing Setting Alternative which does not result in any change to the existing environment. As such, this alternative does not pose any significant impacts and is not included in this Table. Alternative AA2, No Project (Existing Plans) analyzes the effects of development occurring under existing adopted plans and policies without implementation of the Parkway Plan Update. This alternative does result in some impacts, and is therefore, included in this Table.

KEY: LTS Less than Significant S/A Significant and Avoidable S/U Significant and Unavoidable
RED/MAG Reduce Magnitude of Impact (but not to a less than significant level)

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

PROJECT HISTORY

The 1975 Sacramento River Parkway Master Plan was initiated in response to longstanding public interest in providing public recreation access to the Sacramento River. The Plan consisted of a feasibility study and a master plan. The main goals of the Master Plan are to: 1) preserve natural resources of the River and; 2) to provide public access recreation along the River. The Master Plan has been instrumental in implementing several projects in the Parkway which were part of the Old Sacramento Redevelopment Plan. The projects included Riverfront Park and the existing bikeway system that runs from Tiscornia Park to Old Sacramento and from Miller Park to Captain's Table.

The 1975 Parkway Plan policies were added to the City's General Plan, the 1980 Pocket Community Plan and the Central City Community Plan. The Parkway Plan policies support the Pocket Community Plan requirement for riverfront subdivision dedications for public access to the Parkway. Recreation opportunities such as the on-levee bikeway along the River are features of the 1975 Plan.

In 1990, the State Lands Commission initiated the Sacramento River Greenway Plan, a regional resource management plan for the Sacramento River between river miles 76.5 and 44.8. The local jurisdictions signed a Memorandum of Understanding (MOU) to develop the Greenway Plan. The counties of Yolo and Sacramento and the City of Sacramento were signatories. The City of West Sacramento did not sign the MOU, but was a participant in the development of the Plan. The goals of the Greenway Plan are to: 1) preserve, protect and enhance riparian habitat and; 2) to provide a controlled system of public recreation access along the River. These goals are consistent with the City's 1975 Parkway Master Plan and the 1993 Parkway Plan update.

The 1993 draft update to the City's 1975 Parkway Plan was undertaken to reflect changes in the Parkway, the scope of the Parkway, surrounding land uses and policies as well as to ensure consistency with the Parkway Plan policies. 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.

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.

1. South Natomas. The northern boundary of the City to and including Discovery Park.
2. Downtown/Landpark. Jibboom Street Bridge to Captain's Table at 25th Avenue.
3. Pocket. 25th Avenue to the Freeport Reservoir at the south end of the Pocket near Freeport.
4. 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. A phased development strategy was developed for the Parkway - those projects that are expected to occur within 5 years; 5 to 10 years; and more than 10 years.

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 approval and implementation of the proposed project will require several phases of design and environmental review as stated earlier in the Introduction section of this report. The first phase of environmental review (conceptual approval of the Parkway Plan) is the subject of this EIR. Subsequent to approval of this phase, additional phases of design and environmental review will be undertaken. These phases include design and construction of segments of the off-street trail, access points, and other Parkway facilities such as signage and phones.

The following section describes discretionary actions which at this time are required for conceptual project approval of the Parkway Plan. As the lead agency, the City of Sacramento will have primary responsibility for approval of the following discretionary actions:

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.

PROJECT DESCRIPTION

The Parkway vision has not changed much through time. However, today there is a better understanding of the complexities involved in implementing the vision than there were in 1975. This document provides innovative ways to create a Parkway that is responsive to the complex issues.

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 multiuse 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 multiuse 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.

This EIR is based on the Draft Parkway Plan as written. At this time, there are still areas of the Plan that are under consideration for modification. Most of these areas respect the conditions for acquisition and implementation of the bikeway in the Pocket Area and the types of conditions that would need to be met to pursue fee title acquisition. The changes are discussed in this Chapter in the Private Inholding Area discussion. None of the changes affect the environmental consequences of the plan.

PROPOSED PLANNING CONSIDERATIONS BY PLANNING AREA

The Parkway Plan governs public access and recreation and resource protection in the Plan Area. Land uses as specified in the adopted City General Plan and the Community Plans remain unchanged by the Parkway Plan. The Parkway Plans as such provide additional policy direction which is to be considered in approving and implementing land uses as approved by the General Plan and Community Plans. Proposed parkway development is described by areas which correspond with Community Plan Areas. An overview of the planning areas and existing and

proposed policies is provided below:

South Natomas. The area of South Natomas that is in the Parkway is also in the Riverfront District designation of the South Natomas Community Plan. The Riverfront District allows for mixed use development consisting of river-related commercial and residential uses. There are several marinas and restaurants in the area. There are few undeveloped parcels available for public acquisition. The Sand Cove property was purchased in 1992 and has been developed for public recreation access. Other public access is limited to the restaurants in the area. The Riverfront District designation promotes visual or physical access to the River. The Parkway Plan proposes that future development should provide some public access or provide in lieu access on a nearby site. The Parkway Plan designates the Sand Cove property as recreation access with parking, restrooms and picnic facilities as well as the beach area. Natomas Oaks Park, located on the landside of the levee, currently provides picnic facilities in an oak grove. An interpretive trail is proposed for the site. The South Natomas Parkway Plan is shown in Exhibit 3-1.

Downtown/Land Park. The Downtown/Land Park area of the Parkway is primarily developed with commercial, industrial and public recreation uses. The main development are the Southern Pacific Railyards and the Old Sacramento Riverfront. There is a substantial amount of publicly-owned land along the River. Most of the riverfront between the Jibboom Street Bridge and Miller Park is publicly owned. Parks include Tiscornia near the Jibboom Street Bridge, Old Sacramento Riverfront, and Miller Park. A bikeway connects Tiscornia with Old Sacramento and Miller Park to Captain's Table. The historic railroad right-of-way runs parallel to the bikeway from Miller Park to Sutterville Road. Disturbed riparian habitat is found in the area between Tiscornia Park and Old Sacramento and Miller Park to Captain's Table. The Parkway Plan designates the Downtown area as Urban Waterfront Recreation, allowing for urban development which promotes public access and recreation to the riverfront. The Southern Pacific/Richards Boulevard Development Plan and the adopted SHRA Riverfront Master Plan (from Tiscornia Park to Miller Park along the River) are compatible with this designation. These plans include pedestrian promenades, landscaping, museums, commercial uses, paddleboats and linkages to the existing off-street bikeway. The Plan also incorporates the proposed expansion of commercial facilities at Miller Park. Some riparian restoration may occur in the area to prevent erosion of the riverbank. The existing bikeway from Miller Park to Captain's Table will remain and the riparian habitat along the river is designated Nature Study. See Exhibits 3-2 and 3-3 for Parkway Plan proposed designations.

Pocket. The area is primarily single family residential, although some apartment and condominium development exists. In the Little Pocket and Greenhaven areas, much of the riverfront is privately owned. Most of the publicly owned land is in the south Pocket area. (The 1980 Pocket Community Plan requires that new subdivisions dedicate riverfront property as a condition of approval.) Existing recreation and public access

opportunities are Zacharias Park, Northpointe Way, Garcia Bend Park and Shore Park. There are short stretches of bikeway along the river levee at Zacharias Park and by Shore Park. The Pocket Area is primarily designated as Nature Study by the Parkway Plan to protect the riparian habitat and to reduce noise and traffic to the adjacent neighborhoods. Existing developed parks in the area including Zacharias and Garcia Bend are designated as Recreation Area. Other less developed public access points such as Northpointe Way, Pocket Canal and Shore Park are designated as Nature Study. The Freeport Water Tower (Meadowview Sewage Treatment site) is designated as Nature Study and Recreation Area with Major Access and will be developed as public access to the River. In this area, the proposed Parkway Plan shows a continuous river trail along the levee. This trail system was also considered and reviewed by the Sacramento City Council in April 1995 as part of the adoption of the 2010 City/County Bikeway Master Plan. At that time, the City Council voted to defer action for sections of the bikeway due to issues related to public access and privacy of the adjacent residential units. In this area, the levee crown and riverfront are partially publicly owned and partially privately owned. In areas where ownership is complicated, the Parkway Plan includes a special designation called the Pocket Area Private Inholding Area (PIA) designation which is described below:

Pocket Area Private Inholding Area (PIA) Designation: The Greenhaven and Little Pocket portions of the Parkway present special economic and social constraints, yet offer a vital opportunity to provide a continuous trail to Freeport, linking with the American River Parkway from Natomas and Folsom. Most of the riverfront property in these areas consists of private residential inholdings which require special consideration with respect to Parkway development. The PIA designation recognizes the practical limitations to developing this portion of the Parkway, yet maintains the vision of a continuous trail as a long-term goal. The PIA label modifies the underlying Parkway land use designation. For example, "Nature Study/PIA" denotes a Nature Study area subject to the additional conditions imposed by the PIA status. Two PIA areas are proposed: 1) Little Pocket PIA - from Captain's Table to Seymour Park (northern extension); and 2) Greenhaven PIA - from Seymour Park (northern extension) to Arabella Way (Please see Pocket Area Plan map). Each PIA has distinct natural characteristics and ownership patterns that warrant separate consideration. The effects of the "PIA" classification are listed below:

- ◆ Acquisition of property for inclusion in the Parkway is allowed in the "PIA".
 - Fee title and/or easement will not be acquired through eminent domain except under limited circumstances.

NOTE: The final policy language for these limitations is not yet resolved but concepts include restricting eminent domain activities to actions necessary to preserve prime habitat or restricting eminent domain acquisitions for the multi-use trail until 51% or more of the trail segment is publicly owned. While final

policy language is not available, it is important to note that the method of acquisition does not change the physical environmental impacts of the plan at a program level.

- Property will be purchased at "fair market value" from willing sellers.
- ◆ PIAs are part of the Parkway, but not part of the Parkway Development Strategy. Trails and other recreation facilities will not be developed in these areas until the "PIA" classification is removed from the Parkway land use designation.
- ◆ The Sacramento River Parkway Plan must be amended by the City Council in order to remove the "PIA" status.
- ◆ An on-street bikeway will be implemented in the "PIA" as defined on the Area Plan Map. The on-street bikeway will connect with existing and proposed Parkway public access points within the "PIA" as well as connecting with the off-street trail outside of the "PIA".
- ◆ The "PIA" designation allows staff to revisit these areas in the future for inclusion in the Parkway development plan if, one or more of the following conditions is met:
 - Parkway acquisition and development funds become available.
 - Land becomes available through State Lands Commission boundary determinations or title settlements.
 - The City has acquired, through fee or easement, fifty-one percent (51%) of the lineal area along the river in the PIA. A proposed alternative to this language is that the PIA area remains the only unconstructed portion of the trail system and park acquisition until development funding for the PIA area is available.

If and when the "PIA" is redesignated for Parkway development, the following conditions should be met prior to the Off-Street Trail being developed in the Area:

- 1) trail will not significantly impact native riparian habitat,
- 2) all possible security and privacy measures will be implemented,
- 3) funding for operations and maintenance shall be secured prior to implementing a trail segment.

See Exhibit 3-4 for Parkway Plan proposed designations in this area.

Freeport. The area landward of the river levee is a combination of small rural








































of the Plan include a Riverfront Promenade, public art, interpretive signage, urban scale street furnishings, public gathering areas, scenic viewing areas and pedestrian street lights. The Riverfront District Plan enhances public access and recreation opportunities along the downtown portion of the River. This concept is consistent with the overall goals of the Parkway Plan to encourage public access and recreation. The Plan and its design elements are also consistent with the specific land use goals for the downtown portion of the Parkway.

Other Studies

Other studies underway that are related to the Parkway Plan include: the Delta Estuary Project initiated by the State Lands Commission and the San Francisco Estuary Project (SFEP) administered by EPA. Both of these studies focus on the 12 county area surrounding the Delta. The Delta Estuary Study resulted in a report called "Delta-Estuary California's Inland Coast, A Public Trust Report" (1991). It reviewed the condition of natural resources of the Delta and the affect of human activities on public trust values of the Delta. The SFEP resulted in a Comprehensive Conservation Management Plan (CCMP) released in 1993. The CCMP examined the condition of natural resources in the Delta and how they could be improved and preserved.

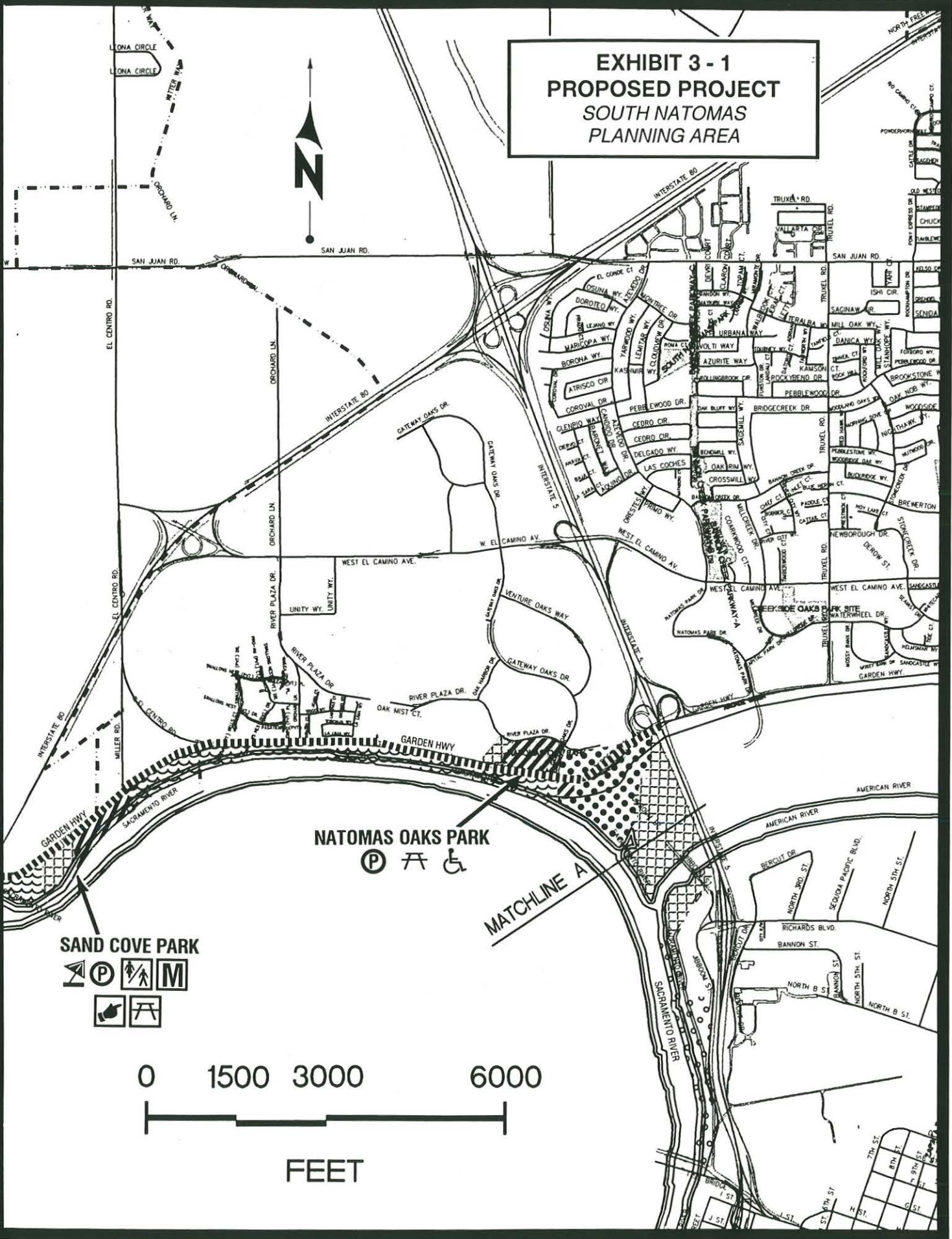
EXHIBITS ON FOLLOWING PAGE

SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

| FACILITIES | | | LAND USE DESIGNATIONS | |
|---|---|----------------------------|---|--|
| PROPOSED | EXISTING | | | |
|  |  | BEACH |  | RIPARIAN HABITAT PRESERVE |
|  |  | RESTROOMS |  | RIPARIAN HABITAT PRESERVE/PIA |
|  |  | SCENIC OVERLOOK |  | NATURE STUDY AREA |
|  |  | PICNIC |  | RECREATION AREA |
|  |  | PARKING |  | URBAN WATERFRONT RECREATION |
|  |  | FISHING |  | PUBLIC UTILITY |
|  |  | PRIVATE MARINA |  | RIVERFRONT AREA |
|  |  | NEIGHBORHOOD ACCESS |  | NATURE STUDY / PRIVATE INHOLDINGS |
|  |  | BOAT LAUNCH |  | PROPOSED OFF-STREET TRAIL |
|  |  | PUBLIC MARINA |  | EXISTING OFF-STREET TRAIL |
|  |  | MAJOR ACCESS |  | EXISTING ON-STREET BIKE ROUTE |
|  |  | HANDICAP ACCESSIBLE | | |
|  |  | DIRECTIONAL SIGNAGE | | |
|  |  | INTERMEDIATE ACCESS | | |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

**EXHIBIT 3 - 1
PROPOSED PROJECT
SOUTH NATOMAS
PLANNING AREA**



SAND COVE PARK



NATOMAS OAKS PARK



0 1500 3000 6000



FEET

SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

FACILITIES PROPOSED EXISTING

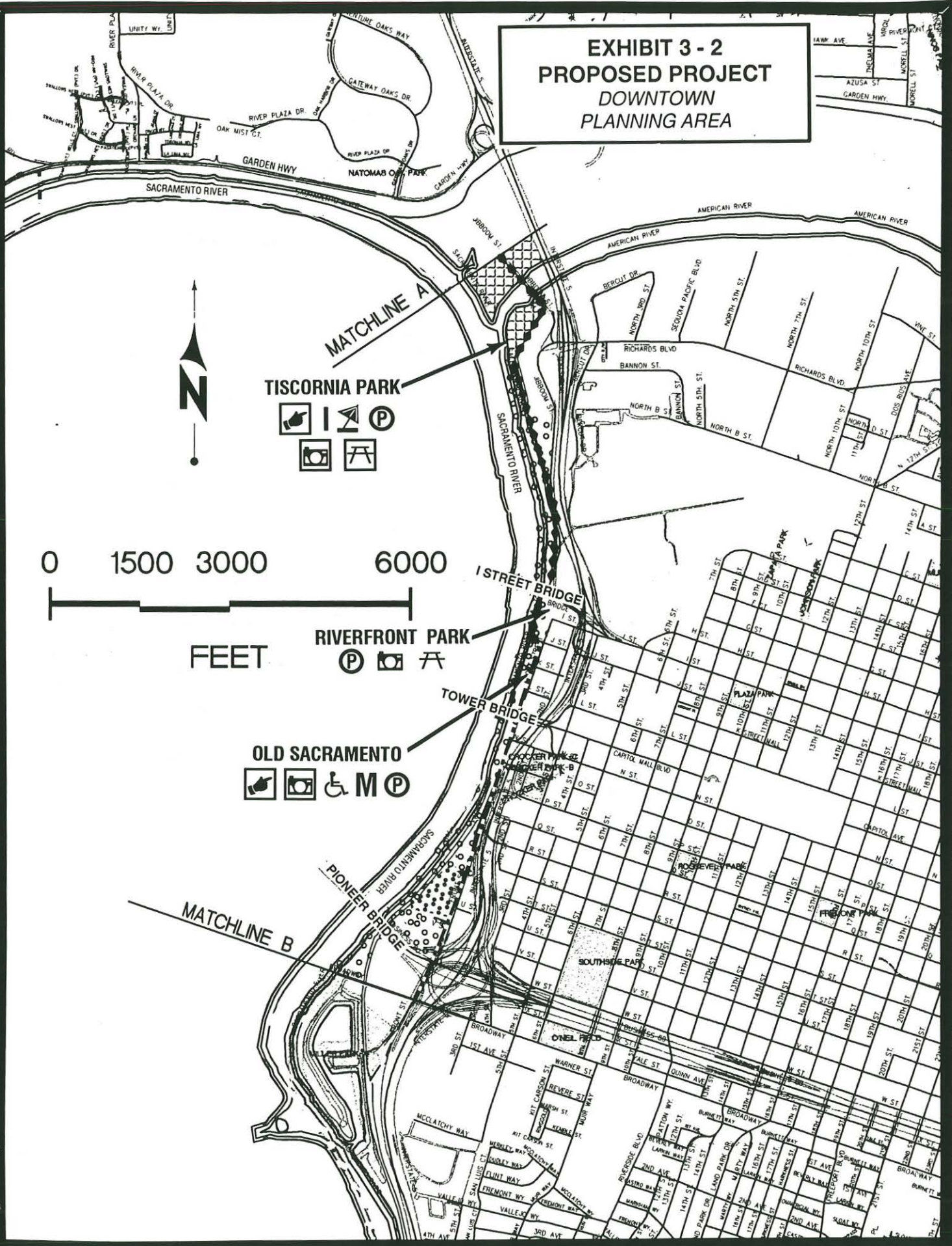
| | | |
|---|---|---------------------|
|  |  | BEACH |
|  |  | RESTROOMS |
|  |  | SCENIC OVERLOOK |
|  |  | PICNIC |
|  |  | PARKING |
|  |  | FISHING |
|  |  | PRIVATE MARINA |
|  |  | NEIGHBORHOOD ACCESS |
|  |  | BOAT LAUNCH |
|  |  | PUBLIC MARINA |
|  |  | MAJOR ACCESS |
|  |  | HANDICAP ACCESSIBLE |
|  |  | DIRECTIONAL SIGNAGE |
|  |  | INTERMEDIATE ACCESS |

LAND USE DESIGNATIONS

| | |
|---|-----------------------------------|
|  | RIPARIAN HABITAT PRESERVE |
|  | RIPARIAN HABITAT PRESERVE/PIA |
|  | NATURE STUDY AREA |
|  | RECREATION AREA |
|  | URBAN WATERFRONT RECREATION |
|  | PUBLIC UTILITY |
|  | RIVERFRONT AREA |
|  | NATURE STUDY / PRIVATE INHOLDINGS |
|  | PROPOSED OFF-STREET TRAIL |
|  | EXISTING OFF-STREET TRAIL |
|  | EXISTING ON-STREET BIKE ROUTE |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

EXHIBIT 3-2 PROPOSED PROJECT DOWNTOWN PLANNING AREA



SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

FACILITIES PROPOSED EXISTING

| | | |
|--|--|---------------------|
| | | BEACH |
| | | RESTROOMS |
| | | SCENIC OVERLOOK |
| | | PICNIC |
| | | PARKING |
| | | FISHING |
| | | PRIVATE MARINA |
| | | NEIGHBORHOOD ACCESS |
| | | BOAT LAUNCH |
| | | PUBLIC MARINA |
| | | MAJOR ACCESS |
| | | HANDICAP ACCESSIBLE |
| | | DIRECTIONAL SIGNAGE |
| | | INTERMEDIATE ACCESS |

LAND USE DESIGNATIONS

| | |
|--|-----------------------------------|
| | RIPARIAN HABITAT PRESERVE |
| | RIPARIAN HABITAT PRESERVE/PIA |
| | NATURE STUDY AREA |
| | RECREATION AREA |
| | URBAN WATERFRONT RECREATION |
| | PUBLIC UTILITY |
| | RIVERFRONT AREA |
| | NATURE STUDY / PRIVATE INHOLDINGS |
| | PROPOSED OFF-STREET TRAIL |
| | EXISTING OFF-STREET TRAIL |
| | EXISTING ON-STREET BIKE ROUTE |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

FACILITIES PROPOSED EXISTING

| | | |
|---|---|---------------------|
|  |  | BEACH |
|  |  | RESTROOMS |
|  |  | SCENIC OVERLOOK |
|  |  | PICNIC |
|  |  | PARKING |
|  |  | FISHING |
|  |  | PRIVATE MARINA |
|  |  | NEIGHBORHOOD ACCESS |
|  |  | BOAT LAUNCH |
|  |  | PUBLIC MARINA |
|  |  | MAJOR ACCESS |
|  |  | HANDICAP ACCESSIBLE |
|  |  | DIRECTIONAL SIGNAGE |
|  |  | INTERMEDIATE ACCESS |

LAND USE DESIGNATIONS

| | |
|---|-----------------------------------|
|  | RIPARIAN HABITAT PRESERVE |
|  | RIPARIAN HABITAT PRESERVE/PIA |
|  | NATURE STUDY AREA |
|  | RECREATION AREA |
|  | URBAN WATERFRONT RECREATION |
|  | PUBLIC UTILITY |
|  | RIVERFRONT AREA |
|  | NATURE STUDY / PRIVATE INHOLDINGS |
|  | PROPOSED OFF-STREET TRAIL |
|  | EXISTING OFF-STREET TRAIL |
|  | EXISTING ON-STREET BIKE ROUTE |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

**EXHIBIT 3-4
PROPOSED PROJECT
POCKET / FREEPORT
PLANNING AREA**



MATCHLINE C

DA ROSA POINT

RIVERSIDE ACCESS

NORTH POINT WAY ACCESS

**SEYMOUR PARK
(FORMERLY ZACHARIAS PARK)**

**ARABELLA WAY
ACCESS**

**PORTINAO CIRCLE
NEIGHBORHOOD
ACCESS**

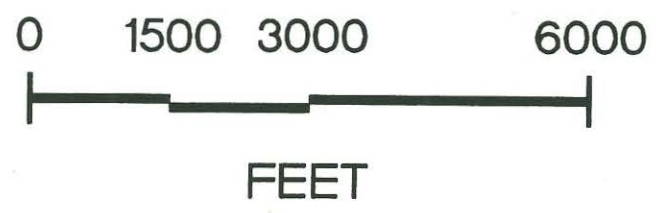
**POCKET CANAL
PARKWAY**

GARCIA BEND PARK

SHORE PARK

SLEEPY RIVER ACCESS

FREEPORT RESERVOIR



MATCHLINE D

CAVANAUGH GOLF COURSE

 PROPOSED BIKE WAY TO END AT
 SOUTHERN BOUNDARY OF GOLF COURSE

4.0 ALTERNATIVES TO THE PROJECT

INTRODUCTION

The range of alternatives to the proposed project are governed by the rule of reason. CEQA guidelines, Section 15126(d) states: "Alternatives to the Proposed Action. Describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project and evaluate the comparative merits of the alternatives." Further, section 15126(d)(3) states: "The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental impacts or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

In general, it was difficult to identify alternatives to the proposed project that would reduce physical impacts more than the proposed Plan since the Plan contains goals and policies to preserve, protect and enhance riparian habitat. The alternatives that were chosen do reduce the physical impacts to the project area by eliminating proposed activities or development in the Parkway. The selection of alternatives looked at activities/development which had the greatest potential to impact the physical environment and to create the greatest conflict with other land uses.

This EIR evaluates three alternatives to the proposed project.

- PP Proposed Project
- AA1 Alternative A1 or the No Project Alternative which maintains existing conditions. No change to the environment occurs under this alternative.
- AA2 Alternative A2 or the No Project Alternative which includes development under existing developed plans and policies. The 1993 Parkway Plan Update is not adopted under this alternative. Rather, the existing 1975 Parkway Plan, the City General Plan and Community Plans would govern public facility development along the river. Since most of the public facilities proposed in the Parkway Plan are also included in existing adopted plans, only minor differences in impacts results from this alternative.
- AB Alternative B or the Re-route Pocket Area River Trail
- AC Alternative C or the Restrict River Side Development Alternative

ALTERNATIVES STUDIED IN THIS EIR

Alternative A1 - No Project Alternative - Existing Conditions

Under Alternative A1, no change would occur in the environment. This alternative assumes that baseline or existing conditions continue. This alternative is required by CEQA.

Alternative A2 - No Project Alternative - Existing Plans.

Under this alternative, the proposed 1993 Parkway Plan Update would not be adopted by the City of Sacramento and the Parkway area would not be developed as proposed in the Plan. Development along the Sacramento River would proceed according to currently adopted policies, guidelines and plans. The 1975 Sacramento River Parkway Plan would still be valid and provide policy direction for the Sacramento River Parkway. The General Plan and related Community Plans would also provide direction.

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

This alternative modifies portions of the continuous riverfront trail proposed in the Draft Parkway Plan by deleting sections of the riverfront trail in the Pocket Area. The section to be deleted extends from Captain's Table on the north to Pocket Canal on the south. In these sections of the Pocket Area, the proposed trail may pose potential conflicts with existing private residential uses. As such, an alternative has been developed to re-route the riverfront trail to on-street routes in this area and existing off-street routes (such as Seymour Park and Pocket Canal Parkway), consistent with the adopted 2010 City/County Bikeway Master Plan. Under this alternative, the trail system would depart from the riverfront levee trail at Captain's Table just north of the Little Pocket and would follow the existing Riverside Boulevard on-street and off street trails south to the Seymour Park. Seymour Park is a linear park with an off-street trail bike trail. The Seymour Park trail terminates at a connection with the Pocket Canal trail. Pocket Canal trail travels southwest and reconnects with the levee trail north of River Village Drive and Garcia Bend Park. (See Exhibit 4-1, Alternative B). Because this alternative eliminates the levee riverfront trail in this section, no other lateral (accessways immediately adjacent and parallel to the river) access would be provided in that section of the Parkway. Existing and proposed vertical accessways (inland to the river) and existing lateral accessways, would however, remain. As such, all other aspects of the proposed Parkway Plan remain the same with the exception of this Pocket Area trail modification.

Alternative C - Restrict Parkway Development Between the Levee Crown and the River's Edge (River Side of the Levee Crown)

The Parkway Plan proposes development between the levee crown (not inclusive of the crown) and the River's edge along the Sacramento River. The development, including parking areas, overlooks and trails, is intended to increase public recreation access to the Sacramento River. This alternative 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 proposed development contained in adopted plans would not be affected. In addition, existing park facilities along the river would not be affected by this alternative. This alternative would have the potential for eliminating segments of the multiuse trail that could not be accommodated on the levee crown since the waterside berm would not be available for trail development. This alternative is designed to reduce impacts to the remaining riparian habitat along the River. This alternative supports the Plan's goal to protect, preserve and enhance riparian habitat, but does not fully support the goal of public recreation access.

Implications of this alternative are portrayed in Exhibits at the conclusion of this Chapter and discussed below:

South Natomas: In this section, Sand Cove Park is an existing facility, and Natomas Oaks is an inland park which would be unaffected by the deleting waterfront facilities. Areas designated as "Nature Study" (adjacent to Sand Cove and along the Bannon Slough) would serve as "Riparian Preserve" because of limitations on access to these areas.

Downtown: No change from proposed Parkway Plan. This section of the riverfront is urbanized and protected by a vertical floodwall. Little or minimal riparian vegetation exists along this stretch of the river.

Land Park: In this area, this alternative would prohibit any pedestrian or bicycle paths between the levee crown and the river. The existing trail between Miller Park and Captain's table would be unaffected. For example, the proposed Sutterville Road Access in this area would allow for viewing of the riverfront the crown of the levee, but would not allow access to the river on the riverside of the levee.

Pocket Area: No trails or public access uses would be allowed (unless already in existence) on the riverside of the levee crown through-out the Pocket Area. Areas designated as "Nature Study" would serve as "Riparian Preserve" because of limitations on access to these areas. Existing developed accessways such as Zacharias Park, Northpointe, Arabella and Sleepy River would continue to allow access to the levee crown, but would prohibit access and recreation uses on the riverside of the levee. Existing river access at Garcia Bend Park and Shore Park would not be affected by this alternative.

Freeport Area: Same as Pocket Area. Access would be allowed along the levee crown but not along the riverside of the levee. This alternative does not represent a substantial change in this section because of the limited area for safe riverfront activities along this stretch of the Parkway. The draft Parkway Plan notes that this section of the Parkway "is constrained by the narrowness of the levee crown and the location of the railroad tracks... (and) the steepness of the landward and riverward slopes."

ALTERNATIVES NOT CONSIDERED FOR FULL REVIEW

This EIR studies a reasonable range of alternatives to the project which meet the objectives of the applicant and reduce the likely environmental impacts of the proposed project. Several additional alternatives were considered and rejected for further analysis within this EIR. These alternatives fail to meet the purpose of alternatives analysis in EIRs since they do not reduce the likely impacts of the proposed project.















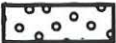





















On-Site Alternatives Rejected: Selection of alternatives must take into consideration the planned uses of the site as well as alternative uses which would reduce environmental impacts. In developing the alternatives, the underlying adopted General Plan designation and zoning has been retained for all alternatives. Alternative public access and resource protection strategies are, however, considered in this EIR. The proposed plan balances public access needs and resource protection needs. Alternative C reduces public access in order to increase habitat protection and reduce the impacts of public access. A third alternative would be to increase the intensity of public access and decrease the acreage and area set aside for habitat preservation goals. This alternative was considered but rejected because it would not reduce environmental impacts. Rather, substantially increased public access, and decreased habitat protection would potentially create greater biological and water quality impacts than the proposed project. Since CEQA requires that EIRs include alternatives which reduce impacts, and since this alternative would not reduce potential impacts, it was rejected from full analysis.

Earlier in the environmental review process (Notice of Preparation) consideration was given to evaluating an alternative which would eliminate equestrian uses on the Multi-Use Trail. This alternative has not been analyzed for the following reasons. First, equestrian uses are allowed in concept, although no precise staging and trail areas have been identified. As such, the environmental review of this policy would be very general, and perhaps, not meaningful. By reviewing all Parkway Policies as part of the proposed project, general impacts associated with all possible uses are explored in this EIR. In this way, the program level impacts of all trail users are discussed. Thus developing a separate alternative to isolate general impacts of one user group may be duplicative. Secondly, several NOP comments were received from equestrian interests who noted that the equestrian trail use policy needs, overtime, to be further refined, and that the Plan should remain open to the concept of equestrian use where feasible.

Reasons Why Off-Site Alternatives Were Not Considered: CEQA also suggests that EIRs, consider, where appropriate, "off-site" alternatives for a project. However, since the proposed project is a river protection and public use plan for a specific resources area, namely the Sacramento River, it is not reasonable to consider implementation of the plan in another area. Where appropriate to reduce impacts, elements of the proposed plan have been identified which lend themselves to alternative sites. For example, Alternative B identifies "off-site" or off-river and levee alternative routes for the proposed trail through the Little Pocket and Pocket area.

EXHIBITS ON FOLLOWING PAGE

SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

| FACILITIES | | | LAND USE DESIGNATIONS |
|---|---|------------------------|--|
| PROPOSED | EXISTING | | |
|  |  | BEACH |  RIPARIAN HABITAT PRESERVE |
|  |  | RESTROOMS |  RIPARIAN HABITAT PRESERVE/PIA |
|  |  | SCENIC OVERLOOK |  NATURE STUDY AREA |
|  |  | PICNIC |  RECREATION AREA |
|  |  | PARKING |  URBAN WATERFRONT RECREATION |
|  |  | FISHING |  PUBLIC UTILITY |
|  |  | PRIVATE MARINA |  RIVERFRONT AREA |
|  |  | NEIGHBORHOOD ACCESS |  NATURE STUDY / PRIVATE INHOLDINGS |
|  |  | BOAT LAUNCH | PROPOSED OFF-STREET TRAIL |
|  |  | PUBLIC MARINA | ◆◆◆◆◆ EXISTING OFF-STREET TRAIL |
|  |  | MAJOR ACCESS | - - - - - EXISTING ON-STREET BIKE ROUTE |
|  |  | HANDICAP ACCESSIBLE | |
|  |  | DIRECTIONAL SIGNAGE | |
|  |  | INTERMEDIATE ACCESS | |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

**EXHIBIT 4 - 1
ALTERNATIVE B
ALTERNATIVE POCKET
AREA TRAIL ROUTE**



MATCHLINE C

DA ROSA POINT



RIVERSIDE ACCESS



**SEYMOUR PARK
(FORMERLY ZACHARIAS PARK)**



NORTH POINT WAY ACCESS



**ARABELLA WAY
ACCESS**



**POCKET CANAL
PARKWAY**



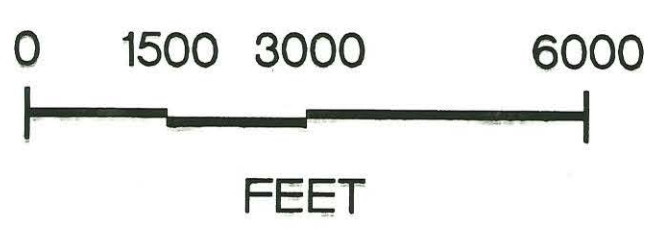
GARCIA BEND PARK



SHORE PARK



SLEEPY RIVER ACCESS



MATCHLINE D

SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

FACILITIES PROPOSED EXISTING

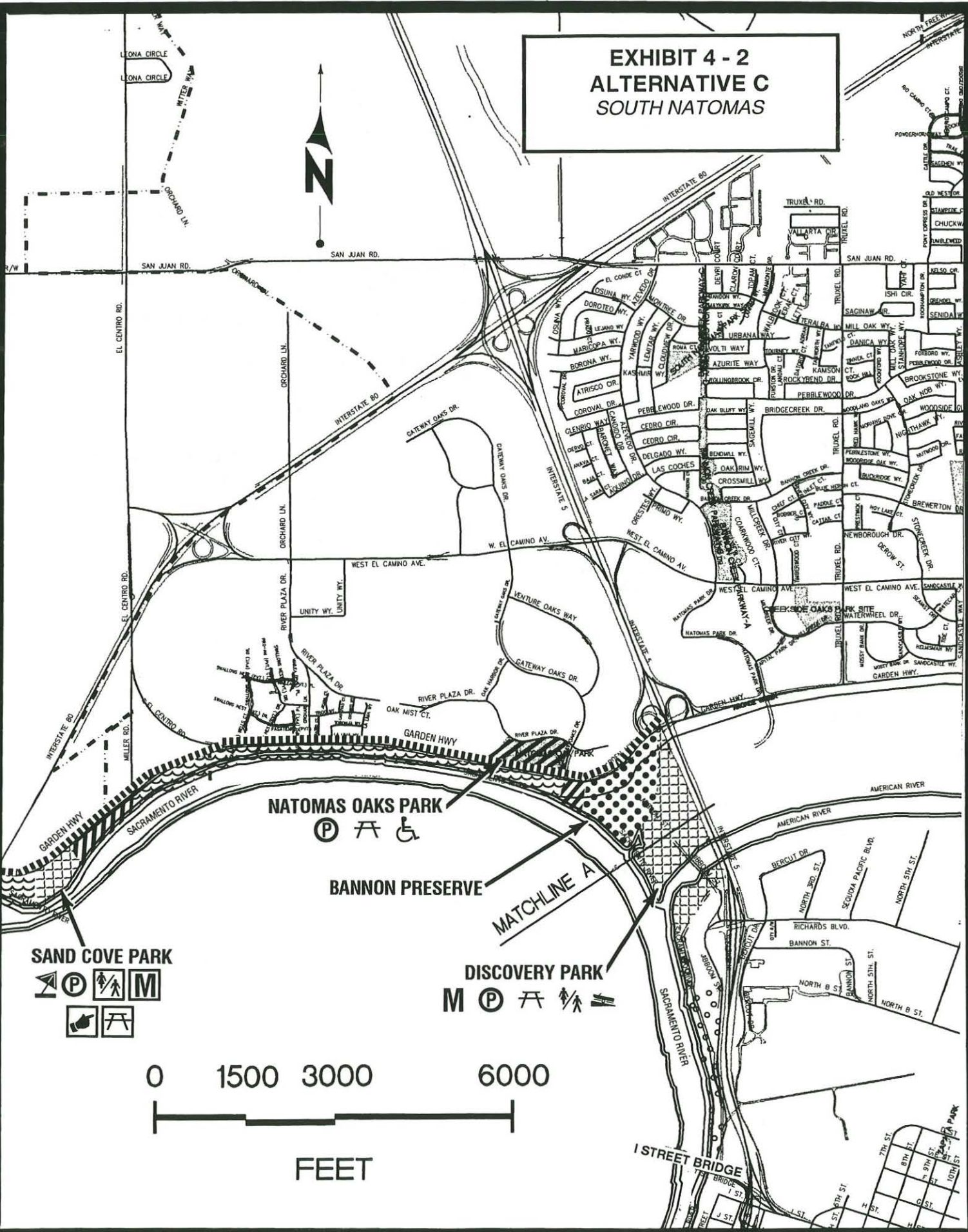
| | | |
|---|---|--|
|  |  | BEACH |
|  |  | RESTROOMS |
|  |  | SCENIC OVERLOOK |
|  |  | PICNIC |
|  |  | PARKING |
|  |  | FISHING |
|  |  | PRIVATE MARINA NEIGHBORHOOD ACCESS |
|  |  | BOAT LAUNCH |
|  |  | PUBLIC MARINA |
|  |  | MAJOR ACCESS |
|  |  | HANDICAP ACCESSIBLE |
|  |  | DIRECTIONAL SIGNAGE |
|  |  | INTERMEDIATE ACCESS |

LAND USE DESIGNATIONS

| | |
|---|-----------------------------------|
|  | RIPARIAN HABITAT PRESERVE |
|  | RIPARIAN HABITAT PRESERVE/PIA |
|  | NATURE STUDY AREA |
|  | RECREATION AREA |
|  | URBAN WATERFRONT RECREATION |
|  | PUBLIC UTILITY |
|  | RIVERFRONT AREA |
|  | NATURE STUDY / PRIVATE INHOLDINGS |
|  | PROPOSED OFF-STREET TRAIL |
|  | EXISTING OFF-STREET TRAIL |
|  | EXISTING ON-STREET BIKE ROUTE |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

**EXHIBIT 4 - 2
ALTERNATIVE C
SOUTH NATOMAS**



SAND COVE PARK















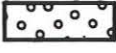





















DISCOVERY PARK

0 1500 3000 6000



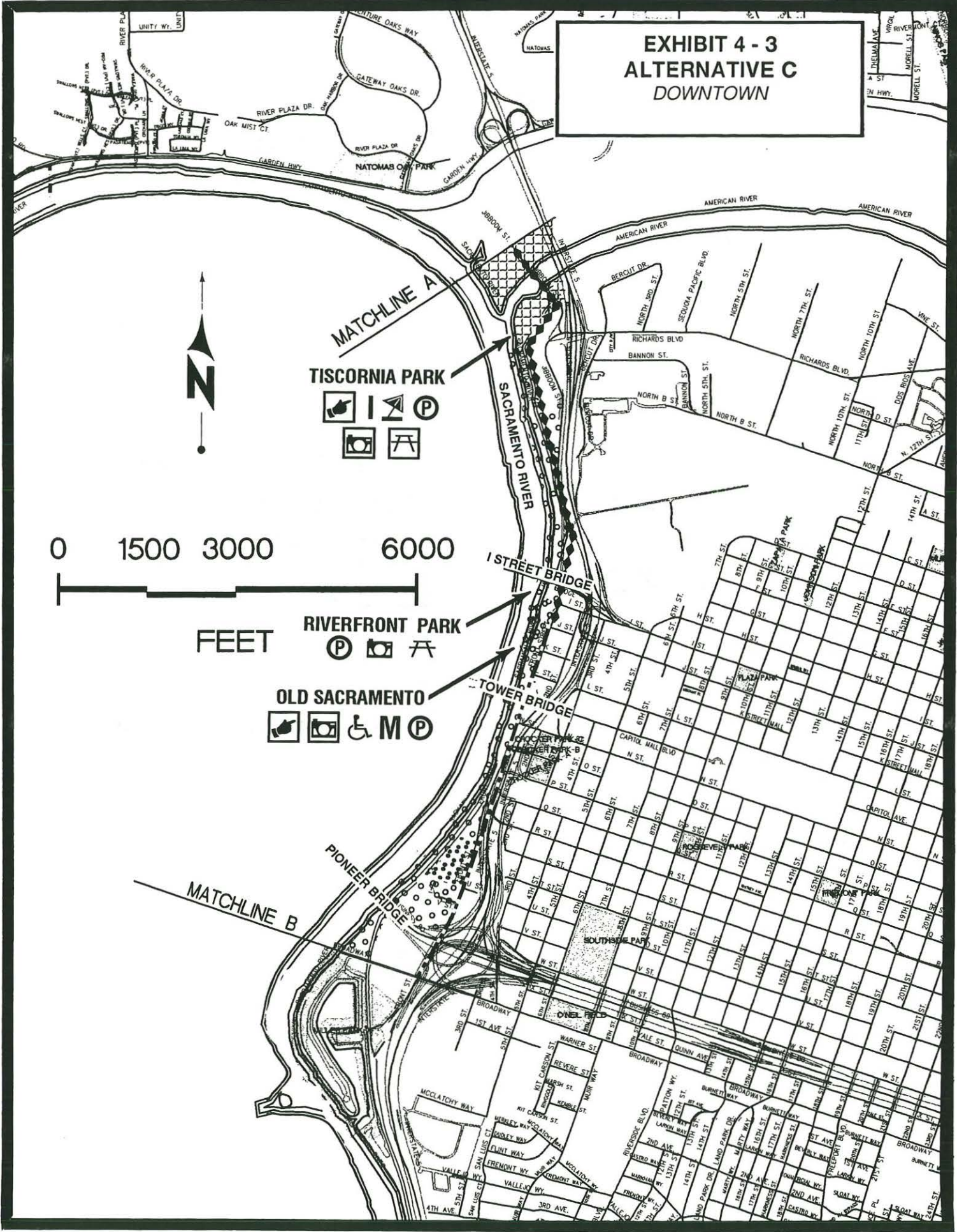
FEET

SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND












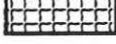
























| FACILITIES | | | | LAND USE DESIGNATIONS | |
|---|---|---------------------|--|--|-----------------------------------|
| PROPOSED | EXISTING | | | | |
|  |  | BEACH | |  | RIPARIAN HABITAT PRESERVE |
|  |  | RESTROOMS | |  | RIPARIAN HABITAT PRESERVE/PIA |
|  |  | SCENIC OVERLOOK | |  | NATURE STUDY AREA |
|  |  | PICNIC | |  | RECREATION AREA |
|  |  | PARKING | |  | URBAN WATERFRONT RECREATION |
|  |  | FISHING | |  | PUBLIC UTILITY |
|  |  | PRIVATE MARINA | |  | RIVERFRONT AREA |
|  |  | NEIGHBORHOOD ACCESS | |  | NATURE STUDY / PRIVATE INHOLDINGS |
|  |  | BOAT LAUNCH | | | PROPOSED OFF-STREET TRAIL |
|  |  | PUBLIC MARINA | | ◆◆◆◆◆ | EXISTING OFF-STREET TRAIL |
|  |  | MAJOR ACCESS | | - - - - - | EXISTING ON-STREET BIKE ROUTE |
|  |  | HANDICAP ACCESSIBLE | | | |
|  |  | DIRECTIONAL SIGNAGE | | | |
|  |  | INTERMEDIATE ACCESS | | | |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

**EXHIBIT 4 - 3
ALTERNATIVE C
DOWNTOWN**



SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

| FACILITIES | | | LAND USE DESIGNATIONS |
|---|---|------------------------|--|
| PROPOSED | EXISTING | | |
|  |  | BEACH |  RIPARIAN HABITAT PRESERVE |
|  |  | RESTROOMS |  RIPARIAN HABITAT PRESERVE/PIA |
|  |  | SCENIC OVERLOOK |  NATURE STUDY AREA |
|  |  | PICNIC |  RECREATION AREA |
|  |  | PARKING |  URBAN WATERFRONT RECREATION |
|  |  | FISHING |  PUBLIC UTILITY |
|  |  | PRIVATE MARINA |  RIVERFRONT AREA |
|  |  | NEIGHBORHOOD ACCESS |  NATURE STUDY / PRIVATE INHOLDINGS |
|  |  | BOAT LAUNCH | PROPOSED OFF-STREET TRAIL |
|  |  | PUBLIC MARINA | -◆◆◆- EXISTING OFF-STREET TRAIL |
|  |  | MAJOR ACCESS | - - - - - EXISTING ON-STREET BIKE ROUTE |
|  |  | HANDICAP ACCESSIBLE | |
|  |  | DIRECTIONAL SIGNAGE | |
|  |  | INTERMEDIATE ACCESS | |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996



0 1500 3000 6000



FEET

**EXHIBIT 4 - 4
ALTERNATIVE C
LAND PARK**

**SACRAMENTO MARINA/
MILLER PARK**



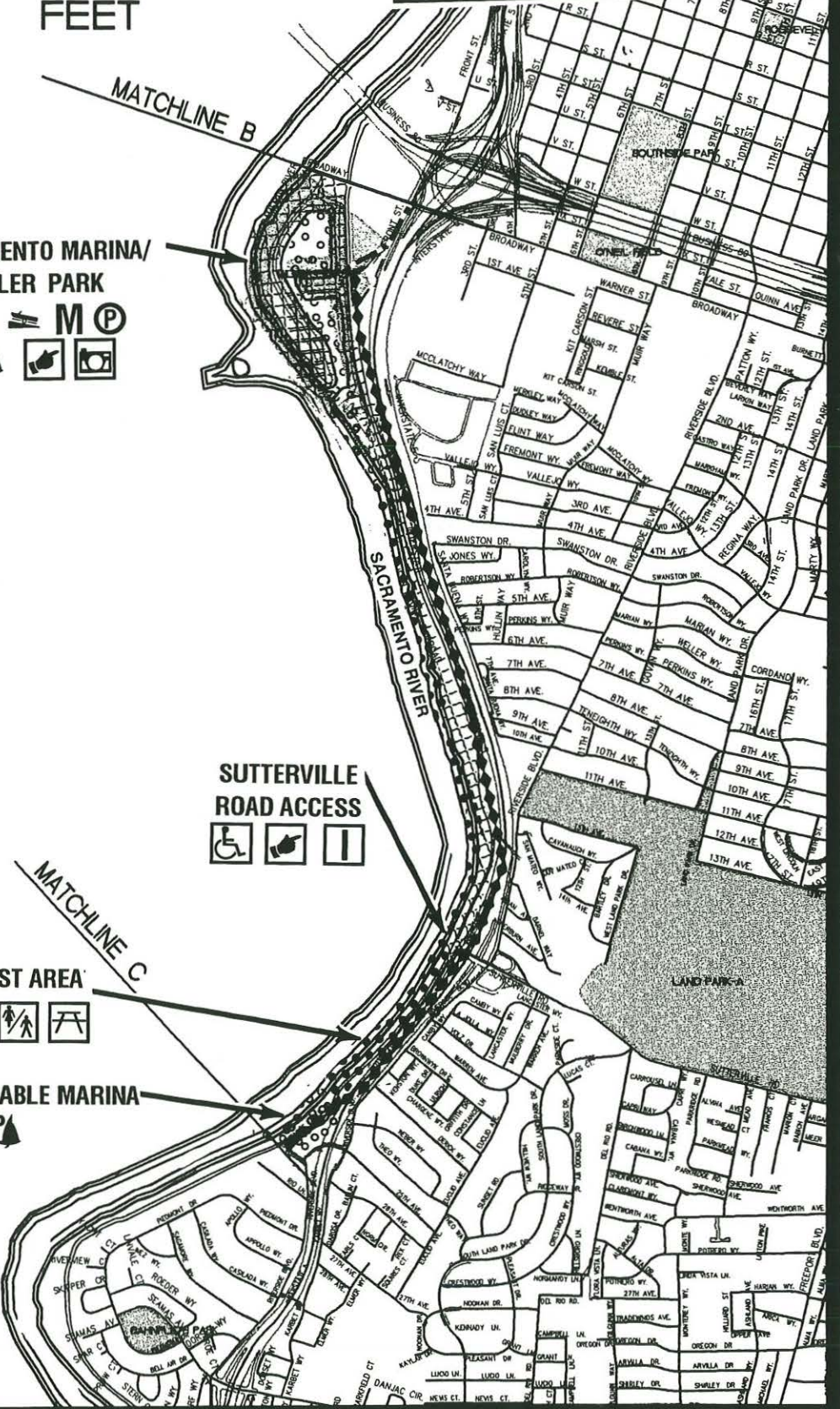
**SUTTERVILLE
ROAD ACCESS**







































RIVERSIDE REST AREA



CAPTAIN'S TABLE MARINA



SACRAMENTO RIVER PARKWAY LAND USE DESIGNATIONS LEGEND

| FACILITIES | | | LAND USE DESIGNATIONS |
|---|---|------------------------|--|
| PROPOSED | EXISTING | | |
|  |  | BEACH |  RIPARIAN HABITAT PRESERVE |
|  |  | RESTROOMS |  RIPARIAN HABITAT PRESERVE/PIA |
|  |  | SCENIC OVERLOOK |  NATURE STUDY AREA |
|  |  | PICNIC |  RECREATION AREA |
|  |  | PARKING |  URBAN WATERFRONT RECREATION |
|  |  | FISHING |  PUBLIC UTILITY |
|  |  | PRIVATE MARINA |  RIVERFRONT AREA |
|  |  | NEIGHBORHOOD ACCESS |  NATURE STUDY / PRIVATE INHOLDINGS |
|  |  | BOAT LAUNCH | PROPOSED OFF-STREET TRAIL |
|  |  | PUBLIC MARINA | -◆◆◆- EXISTING OFF-STREET TRAIL |
|  |  | MAJOR ACCESS | - - - - - EXISTING ON-STREET BIKE ROUTE |
|  |  | HANDICAP ACCESSIBLE | |
|  |  | DIRECTIONAL SIGNAGE | |
|  |  | INTERMEDIATE ACCESS | |

CITY OF SACRAMENTO
DEPARTMENT OF PLANNING AND DEVELOPMENT • 1996

**EXHIBIT 4 - 5
ALTERNATIVE C
POCKET / FREEPORT AREA**



RIVERSIDE ACCESS



**SEYMOUR PARK
(FORMERLY ZACHARIAS PARK)**



NORTH POINT WAY ACCESS



ARABELLA WAY ACCESS



PORTINAO CIRCLE NEIGHBORHOOD ACCESS



POCKET CANAL PARKWAY



GARCIA BEND PARK



SHORE PARK



SLEEPY RIVER ACCESS



FREEPORT RESERVOIR



0 1500 3000 6000



FEET

CAVAUGH GOLF COURSE



PROPOSED BIKE WAY TO END AT SOUTHERN BOUNDARY OF GOLF COURSE

**5.0 LAND USE AND CONSISTENCY WITH
ADOPTED PLANS AND POLICIES**

5.0 LAND USE AND CONSISTENCY WITH ADOPTED PLANS AND POLICIES

INTRODUCTION

This chapter is intended to provide the reader with information regarding existing land use, land use and zoning designations and land use policies in the project area. This section also describes consistency of the Plan goals and policies with adopted Plans and policies of the City of Sacramento.

This discussion differs from other discussions in that plan consistencies are addressed as opposed to environmental impacts and mitigation measures. Section 15125 of the CEQA Guidelines states that "The EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans.." Physical environmental impacts which could result from the proposed project or alternatives, or from inconsistencies with adopted policies designed to reduce impacts, are discussed in the respective environmental chapters in this document.

SETTING

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; and 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 existing Sacramento River Parkway encompasses the entire Sacramento riverfront of the City of Sacramento. Land uses in the area include residential, commercial, office, industrial, recreation/open space, public streets and a portion of the Southern Pacific Railroad line. The South Natomas riverfront has its own land use designation called Riverfront District that allows for residential and commercial river-related uses as well as open space. Downtown Sacramento is primarily industrial, commercial and recreation. South of Miller Park to Captain's Table is open space, bikeway and transportation corridor. Captain's Table to the south Pocket area is almost exclusively residential. The Freeport area supports commercial uses and transportation corridor. Public recreation uses are found at several developed parks within the Parkway: Sand Cove, Discovery Park, Tiscornia Park, Miller Park, Seymour Park and Garcia Bend Park.

In the Land Park and Pocket areas, most of the land that is actually within the Parkway is

undeveloped because it is primarily the flood control levee structure and the waterside berm. This area is a patchwork of public and private ownership. Often the residences adjacent to the Parkway include land that extends out to the River under the levee structure.

PROPOSED PARKWAY LAND USES

Land use and facility designations proposed in the Parkway Plan are shown on the Area Maps included in Chapter 3, Project Description. The Parkway land use designations are the main land use policy for the Parkway. Below, each designation is defined and allowed uses are identified. The more intensive land use designations may accommodate activities and facilities listed under the less intensive designations. Table 5-1, "Allowed Uses in the Parkway", summarizes the activities permitted for each Parkway land use designation.

A special classification, called "Private Inholding Area" (PIA), will be applied to some of the developed private residential property in the Pocket Area. The PIA was developed in response to the unique land use issues identified in this Area. The PIA is explained more fully in the in Chapter 3, Project Description.

Riparian Habitat Preserve: This designation is applied to areas containing significant amounts of vegetation and wildlife which would be easily disrupted by heavy or moderate use. The riparian habitat should be preserved and/or restored. Trails or facilities of any kind are not allowed. Public access is discouraged.

Nature Study: This designation includes riparian habitat, areas suitable for riparian habitat restoration and environmentally sensitive areas with special habitat and topographic characteristics. Vegetation and wildlife in these areas are capable of sustaining light to moderate use. Public access is allowed for nature study, pedestrian use on designated trails or observation areas.

Activities include hiking, sightseeing, nature study and passive uses.

Facilities allowed include trails of dirt, crushed stone, or other porous materials, occasional benches, observation areas, interpretive signs and water faucets.

Recreation Area: This designation applies to most major parks and vehicle access areas.

Activities include public access for nature study, pedestrian use, bicycling, picnicking, field athletics, open play and fishing. Active recreation is allowed without the development of extensive facilities.

Facilities include pedestrian and bicycle trails, interpretive signs, playgrounds, observation areas, picnic areas, water faucets, restroom facilities, boat loading areas, fishing piers, boat ramps and parking areas.

Urban Waterfront Recreation: Areas of moderate to heavy river-related improvements, development and uses that provide opportunities for public access, commercial and recreational activities for residents, employees and visitors along the River.

Activities include scenic viewing, bicycling, public gathering, pedestrian, boating, fishing, short-term boat docking, marina, restaurant, and other river-related commercial uses. Habitat restoration and monitoring where feasible.

Facilities include public access for pedestrian trails and walkways, bicycle pathways, plazas, piers, amphitheaters, restrooms, scenic viewpoints, fishing piers, short-term boat dockage, parking areas, restaurants, and other river-related commercial facilities.

Public Utility: Areas with the main function of providing flood control, transportation, water and sewer service. These areas may be devoid of habitat value.

Activities include habitat restoration and monitoring, where feasible. Nature study or other passive recreation may be compatible. Recreation activities are restricted in this land use designation so as not to interfere with the primary function as a public facility.

Facilities include public utility-related facilities, such as flood walls and armored banks, bridges, water intakes and outfalls, storm drains, etc. No recreation facilities provided.

Riverfront District (South Natomas only): The South Natomas Riverfront District is defined in the South Natomas Community Plan. Due to its unique character, the land use designations developed for the Parkway Plan were unsuitable for South Natomas. However, the land use policies outlined in the Community Plan are better tailored to the unique environmental, physical and development issues of the area. The following guiding land use policies apply to the Riverfront District.

- "Maintain views of the Sacramento River from Garden Highway and provide public access where feasible."
- "Development along the Sacramento River should utilize the river as an urban amenity subject to limits imposed by the State Lands Commission and infrastructure constraints such as levees, parking and traffic."
- "Allow development at a scale, design and intensity that is compatible with the river environment and does not significantly impact the remaining riparian habitat."

EXISTING AND PROPOSED RECREATION AREAS / ACCESS POINTS

South Natomas, Downtown/Landpark

X - EXISTING
O - PROPOSED

Types of Access
M - Major
I - Intermediate
N - Neighborhood

| | Sand Cove | Natomas Oaks | Tiscornia Park | SP/Richards Waterfront | Old Sac Waterfront | Docks Development | Miller Park | Sutterville Road |
|-----------------------|-----------|--------------|----------------|------------------------|--------------------|-------------------|-------------|------------------|
| Access point | M | - | I | M | M | M | M | I |
| Beach | X | | X | | | | | |
| Bikeway Access | | | X | O | O | O | X | X |
| Boat Launch | | | | | | | X | |
| Commerical/ Retail | | | | | | O | O | |
| Court areas | | | | | | | | |
| Dockage | | | | | O | O | | |
| Fishing | | | | | | | X | |
| Golf Course | | | | | | | | |
| Interpretive Trail | O | O | | | | | | |
| Nature Study | X | X | | | | | | |
| Open grassy area | O | X | | O | | | X | |
| Overlooks | | | | | | O | | |
| Picnic tables | O | O | | | | | X | |
| Play Equipment | | | | | | | | |
| Restrooms | O | | X | | X | O | X | |
| Soccer/Rugby | | | | | | | | |
| Walkways | | | | O | X | O | X | |

TABLE 5-1 PARKWAY ALLOWED USES

EXISTING AND PROPOSED RECREATION AREAS / ACCESS POINTS

Pocket, Freeport

X - EXISTING
O - PROPOSED

Types of Access
M - Major
I - Intermediate
N - Neighborhood

| | DaRosa Point | Riverside Access | Seymour Park | North Point | Portinao | Shore Park | Garcia Bend Park | Sleepy River | Freeport Reservoir | Cavanaugh Golf Course |
|--------------------|--------------|------------------|--------------|-------------|----------|------------|------------------|--------------|--------------------|-----------------------|
| Access point | - | I | I | I | N | I | M | N | M | M |
| Beach | | | | | | | | | | |
| Bikeway Access | | X | X | O | O | O | O | O | O | O |
| Boat Launch | | | | | | | X | | | |
| Commerical/ Retail | | | | | | | | | | O |
| Court areas | | | | | | | O | | | |
| Dockage | | | | | | | | | | |
| Fishing | | | | | | | O | | | |
| Golf Course | | | | | | | | | | O |
| Interpretive Trail | | | | | | | | | | |
| Nature Study | O | | | | | | | | | |
| Open grassy area | | | X | O | | X | X | | O | |
| Overlooks | O | | | O | | | | | | |
| Picnic tables | | | | O | | X | | | O | |
| Play Equipment | | | X | | | | O | | | |
| Restrooms | | | | | | | X | | O | O |
| Soccer/Rugby | | | X | | | | X | | | |
| Walkways | | | X | | | X | X | | | |

TABLE 5-1 PARKWAY ALLOWED USES

TABLE 5-2

SACRAMENTO RIVER PARKWAY
DEVELOPMENT STRATEGY

| Area | SHORT-TERM (0-5 years) | MID-TERM (5-10 years) | LONG-TERM (10+ years) |
|---|---|---|---|
| SOUTH NATOMAS | <u>Sand Cove (Phase 1 and 2)</u> -Construct restroom facility -picnic tables -interpretive trail/kiosk | <u>Garden Highway Development</u> -Construct scenic turnouts* -Construct pedestrian walkways to river* -Construct view corridors* | |
| DOWNTOWN/ LANDPARK | <u>Downtown</u> -Construct parkway Interpretive kiosk (Old Sac) -Construct northern docks promenade* -Directional signs/mile markers on Old Sac-Jibbom bike trail <u>Miller Park to Captains Table</u> -Develop Riverside rest area (landscaping, Interpretive kiosk) -Directional signs/mile markers | <u>Docks Area</u> -Construct southern pedestrian promenades, boat dockage* | <u>SP/Richards Redevelopment Area</u> -Develop access to SP/Richards waterfront park and other proposed amenities * |
| LITTLE POCKET/ GREENHAVEN/ POCKET | <u>Pocket (Arabella - Freeport Reservoir)</u> -Acquire easements on miscellaneous unsubdivided parcels -Develop bike trail/access points -Construct Pocket Canal linkage to parkway <u>Greenhaven</u> -Develop Elks lodge access point -Acquire fee/easement behind Elks Lodge for connexion to interim by-pass route -Develop interim by-pass thru Greenhaven <u>Little Pocket</u> -Acquire fee/easement from willing sellers | <u>Pocket</u> -Develop Freeport Reservoir rest area <u>Greenhaven</u> -Acquire fee/easement from willing sellers <u>Little Pocket</u> -Acquire fee/easement from willing sellers | <u>Greenhaven</u> -Acquire fee/easement from willing sellers <u>Little Pocket</u> -Acquire fee/easement from willing sellers |
| FREEPORT | | -Develop rest stop/access point at golf course -Develop connection to Laguna bike system at Golf Course | -Construct on-street bicycle trail on Freeport Blvd/Hwy 160 -Construct on-levee bicycle/pedestrian trail from Reservoir to golf course |

PAGE 5-4C

NOTES:

- * To be provided privately or by another agency.
- Directional signs and call boxes are proposed for every access point.
- City may buy from willing sellers at any time in all areas of the parkway.

TABLE 5-2 PARKWAY DEVELOPMENT STRATEGY

ADOPTED LAND USE PLANS AND CONSISTENCY DETERMINATION

The Sacramento River Parkway Plan provides a framework for Parkway development, but does not propose construction of specific projects. No formal design or alignment of proposed Parkway facilities has occurred at this time. The design and alignment of facilities may reveal additional impacts. The nature and design of mitigation measures will or may be dependent upon the design and alignment of the facilities. The City will undertake further environmental review, as needed, at the time the design of the Parkway facilities are presented for consideration. Please refer to the Introduction section of this Report for a complete discussion of the uses of this EIR.

According to CEQA, impacts that result in substantial land use incompatibilities and those that conflict with adopted environmental plans and goals of the community are considered significant. The following impact analysis includes impacts which would result from implementation of the proposed plan as defined in the project description. Impacts associated with implementation of alternatives for the plan are discussed in the alternatives section of this report.

Land use compatibility is an important concern of the proposed Parkway Plan. The Plan land use designations were developed to acknowledge and incorporate existing development and adopted development plans to assure land use compatibility where possible. Some difficult land use compatibility issues were addressed through the Plan policies. Impacts to adopted plans are addressed in this section. The Sacramento River Parkway Plan should be consistent with the City of Sacramento General Plan and the Zoning Ordinance. In addition, there are a number of other plans with which the Parkway Plan should be consistent including the 1975 Sacramento River Parkway Plan, the 1989 Parks Master Plan Update and the 2010 City/County Bikeways Master Plan. In addition, other related plans in process are described in this section.

City of Sacramento General Plan

The General Plan update for the City of Sacramento was adopted in 1988 and is the primary policy document for the City. General Plan land use designations for the Parkway vary depending upon the area. In the South Natomas area, the land use designation is "Parks, Recreation and Open Space." In the Central City portion of the Parkway the General Plan designation is "Parks, Recreation and Open Space," "Community Neighborhood Commercial and Offices" and "Heavy Commercial and Warehouse." From Miller Park to Captains Table the designation is "Parks, Recreation and Open Space." In the Pocket area the designation is "Parks, Recreation and Open Space" and "Low Density Residential."

The Conservation and Open Space Element of the General Plan contains goals and policies for outdoor recreation, including the Sacramento River Parkway, preservation of natural resources and conservation of agricultural lands. The following goals and policies are applicable to the Parkway Plan:

"Conserve and protect the Sacramento and American Rivers, their shorelines and parkways. (SGPU, Sec 6-17, Goal A)

"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." (SGPU, Sec. 6-17, Policy 2)

"Conserve and protect the planned open space areas along the American and Sacramento Rivers, floodways and undevelopable floodplains to the extent feasible." (SGPU, Sec. 6-18, Goal C)

"Continue to work toward providing a levee system which protects the community from flood-related hazards and makes use of its open space areas where appropriate." (SGPU, Sec. 6-18, Goal A)

"Support levee reconstruction with appropriate crown widths for recreational use to the extent feasible." (Health and Safety, Policy 1)

Consistency Discussion and Determination: The Sacramento River Parkway Plan land use designations act as an overlay designation to guide development in the Parkway. The Parkway designations do not supersede General Plan designations or the zoning of the site. Because of this relationship with the General Plan, the Parkway Plan is considered consistent with the General Plan. Privately-owned property in the Parkway retains its General Plan designation and zoning. The Parkway designation is used to guide development of public property in the Parkway and to provide policy guidance for private developments relative to protection of natural riparian resources and provision of public access where appropriate. In this regard, the Parkway Plan is consistent with the Open Space and Conservation Element and Health and Safety Element policies of the General Plan.

South Natomas Area: The Plan incorporates the South Natomas Community Plan designation of Riverfront District as the Parkway land use designation. The General Plan designates the South Natomas riverfront as Parks, Recreation and Open Space. Approval of the Parkway Plan will not significantly impact the land use pattern of the area. Therefore, the Plan is compatible with land uses and consistent with adopted land use designations in the South Natomas Area and the Plan is not anticipated to cause a significant impact to land use in the area.

Downtown Area: In the Downtown area, the General Plan land use designation is Parks, Recreation and Open Space, Community/Neighborhood Commercial and Offices or Heavy Commercial or Warehouse. This area is given a Parkway land use designation of Urban Waterfront Recreation which allows for developed recreation, passive recreation and commercial uses in an urban setting. Parkway land use designations in this area were assigned based on existing development and proposed development such as the Richards Boulevard Redevelopment area, the Southern Pacific Railyards, the Docks Area (south of the Tower

Bridge), and the expansion of commercial facilities at Miller Park. The Parkway land use designations are consistent with the General Plan designations.

Land Park Area: The area south of Miller Park is an undeveloped area of the Parkway with the exception of the off-street bikeway adjacent to the Southern Pacific railroad tracks. The Parkway Plan land use designation of Nature Study is compatible and consistent with the existing land uses and the General Plan designation of Parks, Recreation and Open Space. The Riverside Rest Area site, behind Captain's Table is designated Medium Density Residential. The Parkway land use designation is Urban Waterfront Recreation. Depending upon how the site is actually developed, the use may or may not be consistent with the General Plan designation. Park uses are generally allowed in residential areas, but if commercial uses are planned for the site, there will be an inconsistency with the General Plan.

Pocket Area: The Parkway Plan designates most of the Parkway in the Pocket area as Nature Study with the exception of existing developed parks which are designated Recreation Area. The General Plan land use designation in this area is Parks, Recreation and Open Space. The Nature Study designation is consistent with the General Plan designation. Development of the Parkway in the Pocket area may impact the current land use of the site and there may be land use incompatibility with adjacent residential land uses. The developed and passive recreation uses proposed by the Parkway Plan may limit residential development on the River or may impact the existing residential uses. Policies in the Plan mitigate these impacts by promoting vegetative screening, fencing and other buffers between uses.

Freeport Area: The Freeport Area extends from the Freeport Reservoir at the northern end to the Freeport Bridge at the southern end. The eastern boundary is generally Freeport Boulevard or Interstate 5. The Parkway land use designation for the Freeport Reservoir is Recreation Area, the riverfront area along Freeport Boulevard is Nature Study and the Cavanaugh Golf Course is Urban Waterfront Recreation. The Parkway land use designations for the riverfront and the Cavanaugh Golf Course are consistent with the General Plan designation of Parks, Recreation and Open Space. Part of the site is designated Industrial-Employee Intensive by the General Plan.

The Parkway Plan is consistent with the General Plan designations and policy. However, land use incompatibilities are possible between Parkway uses and adjacent uses in a few areas. These are discussed under the land use compatibility section of this Chapter.

City of Sacramento Zoning Ordinance

According to the City of Sacramento Zoning Ordinance, most of the Parkway is within the City flood zone (F) classification. The "F" zone is considered an open space zone to be used along the Sacramento and American Rivers. Buildings are not allowed in the "F" zone unless they float or are above the 100-year flood zone. In addition, any new development in the "F" zone must be consistent with the purposes of the Sacramento River Parkway Plan as per Section 23, City of Sacramento Zoning Ordinance. Property adjacent to the flood zone may

fall into other zoning classifications. Property adjacent to the Parkway, within South Natomas, is zoned office and residential, while the waterfront is zoned F. Land south of Discovery Park and north of Old Sacramento is zoned either commercial or heavy industrial. Old Sacramento is zoned commercial. The Miller Park area to Captain's Table is zoned F. The majority of the area from Captain's Table to Arabella Way is zoned residential (R-1), and thereafter to Freeport is zoned F.

Consistency Discussion and Determination: The Sacramento River Parkway policies are consistent with the allowed uses in the F zoned areas in the Downtown area, Land Park and South Natomas. The Plan may be inconsistent with some residential-zoned properties in the Pocket because, in some cases, the property is zoned R-1 out to the River.

However, the Parkway land use designations act as an overlay designation and do not affect the land use on privately-owned land. The Parkway land use designation would take effect when private property becomes public, either through fee simple purchase or public easement. The Planning Department has considered implementing the Parkway Plan resource protection policies through use of an ordinance amendment. Areas on the waterward of the levee would be designated with the overlay SRP-F (Sacramento River Parkway - Floodway). This designation would be consistent with the "F" zone and would also incorporate policies to protect natural features and riparian vegetation in the parkway. Similar to the American River Parkway, the Planning Department also proposes that areas on the levee crown and landward side of the levee would be designated SRP (Sacramento River Parkway). The intent of this zone is to acknowledge the need to protect wherever possible existing riparian vegetation, and to develop and plant new areas in a manner which minimizes impacts to the levee and river. These proposed ordinance amendments do not control or specify land uses, but rather implement the resource policies included in the Parkway Plan.

South Natomas: The zoning of the South Natomas portion of the Parkway is Flood (F) which is compatible and consistent with the Parkway land use designation of Riverfront District.

Downtown Area: The zoning of the Downtown portion of the Parkway is (F) along the River and M-2 (Industrial) or C-3 (Central Business District) landward of the River levee. Miller Park is zoned F and R-3 (multi-family residential). The Parkway land use designation of Urban Waterfront Recreation, which allows for a variety of commercial and recreation uses along the River is consistent with the zoning.

Land Park Area: The area of the Parkway from Miller Park to Captain's Table is zoned (F) which is consistent with the Parkway designation of Nature Study. The Riverside Rest Area site, behind Captain's Table, is zoned R-3, multi-family residential. The Parkway land use designation is Urban Waterfront Recreation. Park uses are generally allowed in residentially zoned areas but, commercial uses are not allowed in the R-3 zone. Depending upon how the site is developed, the proposed land use may or may not be compatible with the zoning.

Pocket Area: In the Pocket Area, the Parkway is zoned either F or R-1 (single family residential). Those areas of the Parkway that are zoned Flood (F) are consistent with the Parkway designation of Nature Study. Those areas of the Parkway zoned R-1, Single Family Residential, are consistent with the Parkway designation of Nature Study since parks are allowed by right in residential areas. Most of the R-1 areas are part of an older developed residential lot that extends to the River so that the entire lot was given one zone, R-1. The levee to the River portion of these lots would be zoned F if the parcels were split.

Freeport Area: The Freeport Area is similarly zoned F, and designated in the Parkway Plan as Nature Study which is consistent with the F zone.

The Parkway Plan is consistent with the Zoning Ordinance. No impacts are anticipated to result from implementation of the Parkway Plan.

1989 Parks Master Plan Update

The 1989 Parks Master Plan Update is a compilation of the 1984 Parks Master Plan with update sections and maps. The Master Plan is a policy and implementation plan for parks and recreational facilities and services in the City of Sacramento.

"Complete acquisitions and easements for the Sacramento River Parkway as funding permits." (Objective D, Park Acreage and Location)

"The Department shall develop a greater emphasis on a river-oriented network of parks that will enhance the public's ability to use this important resource." (Policy 10, Facility Development Action Plan)

"The Department shall work to increase access for City residents to the American and Sacramento River park systems and other existing recreation in and near the City." (Goal 5(H), Facility Development Update)

Consistency Discussion and Determination: The 1993 Draft Sacramento River Parkway Plan is consistent with the goals and policies contained in the 1989 Parks Master Plan. No impacts to the Parks Master Plan are expected from implementation of the Parkway Plan.

2010 City/County Bikeways Master Plan

The 2010 City/County Bikeway Master Plan, adopted by the County of Sacramento on November 23, 1993, and by the City Council on April 11, 1995, replaces the 1977 Bikeway Master Plan. The Sacramento City/County Bikeway Master Plan is an effort to coordinate and develop a bikeway system that will benefit the recreational and transportation needs of the public. It contains policies and standards for recreation and transportation uses of bicycles. The Plan stresses the importance of bicycles as a mode of transportation that improves air quality. The Plan contains diagrams of a bicycle trail system for the entire County. On April

11, 1995, the City Council adopted the plan but deferred portions of a recommendation for a continuous off-street bikeway along the Sacramento River Parkway. Specifically, the Council directed that the Sacramento River Levee bikeway section between Captain's Table Marina and Pocket Canal be deferred until the Council could review the alternatives included in this EIR and the Parkway Plan.

Consistency Discussion and Determination: The Parkway Plan's goals and policies in support of recreation access are also consistent with the Bikeway Plan's goals and policies. The 2010 City/County Bikeway Master Plan designates a riverside bikelane for the South Natomas, Downtown, Land Park area and the area south of Pocket Canal. In the Little Pocket and Pocket area (at 25th Avenue near Captains Table south to Pocket Canal), the City Council voted to defer implementation of a riverside (levee) bikeway in light of conflicts with private residential uses. The proposed Parkway Plan includes, as a long range strategy, the development of a continuous trail along the levee. In the near term, the Parkway Plan designates the area from Captain's Table to Arabella Way as Private Inholding Area (PIA). The PIA defers implementation of the trail in this area until a future date when the City can make findings that one or more of the following has occurred: 1) adequate acquisition funds are available, 2) State Lands Commission has made a determination regarding boundaries and title in this area, and 3) the City has acquired through fee title or easement, 51% or more of the lineal area along the river within the PIA (pages 60 and 61 of the Parkway Plan). Page 60 of the Plan states that "PIA's are part of the Parkway, but not part of the Parkway Development Strategy." Given the long range and conditional designation of the trail in the PIA area, it appears that the Parkway Plan policies are consistent with the deferred status of the Bikeways Master Plan. Should the Parkway Plan as proposed be adopted, it may be necessary to amend the Bikeway Master Plan and Circulation Element to show the long term strategy of development of a continuous bikeway the length of the Parkway. Alternative B is consistent with this Bikeway Master Plan as adopted in April of 1995. Alternative C (prohibit Parkway development on the riverside of the levee crown) would constrain implementation of the Bikeway Master Plan by limiting route options and prohibiting use of the riverside of the levee. In some areas the riverside of the levee provides an adequate "berm" for a bike trail. This is a constraint to implementation of the Master Plan, but not inconsistent with the routes shown on the Bikeway Master Plan.

Sacramento River Front Master Plan

This plan was initiated in 1993, and adopted in 1995 by the Sacramento Housing and Redevelopment Agency (SHRA) to reconnect and revitalize the Sacramento riverfront from Discovery Park to Miller Park. The Plan emphasizes redevelopment in the form of built structures, improved vehicle and pedestrian circulation, increased opportunity for pedestrian activity while coordinating design and implementation strategies sensitive to both land use and community constraints. Design elements of the Plan include a Riverfront Promenade, public art, interpretive signage, urban scale street furnishings, public gathering areas, scenic viewing areas and pedestrian street lights. Planned uses approved by the Plan are shown in the Exhibits at the conclusion of this Chapter.

Consistency Discussion and Determination: The Riverfront District Plan enhances public access and recreation opportunities along the downtown portion of the River. This concept is consistent with the overall goals of the Parkway Plan to encourage public access and recreation. It is also consistent with the Urban Waterfront Recreation designation of the Parkway Plan. The Plan and its design elements are also consistent with the specific land use goals for the downtown portion of the Parkway.

UNADOPTED RELATED LAND USE PLANS

Draft Sacramento River Greenway Plan

The Draft Greenway Plan is a regional resource management plan for the Sacramento River. It contains general goals, policies and land use designations to manage and guide development and along the River, leaving the development of specific policies and implementation measures to the local jurisdictions. The two main goals of the Plan are: 1) To preserve, protect, enhance, and restore the riparian corridor and its associated ecosystem; and 2) To design a system of controlled public access for active and passive recreational uses related to the River. The Greenway Plan policies and land use designations support these goals.

The Draft Sacramento River Greenway Plan extent is from the Sacramento/Sutter County line in the north to the Freeport area in the south (river mile 75.5 to 45.8) on both sides of the River. The State Lands Agency is the lead agency for the Plan. The local jurisdictions within the Plan boundaries are the Counties of Yolo and Sacramento, the City of Sacramento and the City of West Sacramento. The Plan boundaries are generally from 10 feet landward of the landward toe of the levee and from levee to levee inclusive of the River.

Consistency Discussion and Determination: The Parkway Plan has the same goals and uses the same land use designations as the Greenway Plan. The Parkway Plan is a more specific version of the Greenway Plan, focusing on the City portion of the Greenway. The land use, goals and policies of the Parkway Plan as proposed are consistent with the Greenway Plan.

Sacramento River Carrying Capacity Study

The Sacramento River Carrying Capacity Study was completed by the State Lands Commission in May of 1986, but it was not formally adopted by the State Lands Commission. The Study assessed the marina carrying capacity of the Sacramento River from river mile 76.0 to river mile 44.8. Opportunities and constraints for additional marinas in this stretch of River are analyzed. The Study recognizes that the unmanaged future development of marinas may contribute to the loss of riparian habitat, reduced boat speeds in the area, bank erosion and impaired water quality. Conclusions, based on the analysis, rather than policies, are contained in the document. The Study provides a database of information which can be used to assess marina projects on a case-by-case basis.

Consistency Discussion and Determination: No new public marinas are proposed by the

Parkway Plan. Private marinas, if proposed, would be governed by the resource and public access policies of the Parkway Plan. The proposed Parkway Plan includes policies to ensure coordination with the State Lands Commission in the planning and development of the Sacramento River resources (Parkway Plan Policy G3) and to ensure that recreational uses which are hazardous or incompatible with the Parkway natural habitat and uses, or detrimental to adjacent habitat and uses are prohibited (Parkway Plan Policy P2). Based on these policies, it appears the Parkway Plan supports the findings of the Marina Carrying Capacity Study.

SUMMARY OF LAND USE CONSISTENCY AND COMPATIBILITY FINDINGS

FINDING 5.0-1 CONSISTENCY WITH ADOPTED PLANS AND POLICIES

- PP** The proposed project is consistent with the General Plan, the Pocket Community Plan, the South Natomas Community Plan, the Central City Community Plan, the Zoning Ordinance, the 1975 Sacramento River Parkway Plan, the 1989 Parks Master Plan Update and the 2010 City/County Bikeway Master Plan. As noted above, the Parkway Plan does indicate a continuous bikeway in the Pocket area however, implementation of this trail is deferred until the conditions of the Private In Holdings Area designation are satisfied. Based on this, the project is consistent with adopted plans and policies.
- AA1** Under the No Project (Existing Conditions) Alternative, no change in the environment would take place therefore, there would be no conflict with existing plans.
- AA2** Under the No Project (Existing Plans) Alternative, the adopted 1975 Sacramento River Parkway Plan would remain in effect. The 1975 Parkway Plan is consistent with the General Plan, the Zoning Ordinance, the 1989 Parks Master Plan, the 2010 City/County Bikeway Master Plan and the Community Plans. Therefore, the No Project Alternative would support the same goals as the proposed project and, therefore, would be consistent with the adopted plans and policies in the project area.
- AB** This alternative is consistent with adopted plans. The adopted 2010 Bikeway Master Plan defers the continuous bikeway south of Captain's Table to Little Pocket Road. This alternative would delete rather than defer that option. As such, the alternative is slightly different than the Bikeway Master Plan, but not strictly inconsistent.
- AC** This Alternative does not affect adopted plans and policies regarding development of public facilities. (This alternative does not apply to existing development or to private development proposed in an adopted plan). Rather this alternative would limit or in some cases prohibit development of public facilities on the waterside of the levee that are not already developed or included in adopted plans. This alternative is however, inconsistent with the public trust doctrine to allow reasonable access to navigable waters.

FINDING 5.0-2 INTENSIFICATION OF LAND USES

- PP** The proposed project will not substantially alter and intensify development of the project area. The proposed project is consistent with the adopted 1975 Parkway Plan. The project is a policy document and does not propose specific development in the area. The project land use designations do support open space and passive recreation in most of the Parkway that is not yet developed. There are a few sites that are

currently vacant or underutilized that are slated to support a developed recreation site. However, the development of these sites is consistent with adopted plans and policies and should not impact adjacent land uses. The project, through the Parkway land use designations, does support urban uses in those areas that are already urbanized, but not beyond existing adopted plans or policies.

- AA1** The No Project (Existing Conditions) Alternative will not alter and intensify development of the project area.
- AA2** The 1975 Parkway Plan will remain in effect. Development in the Parkway would not be significantly different under the No Project Alternative.
- AB** This alternative *promotes a similar* pattern of development as the proposed project, but is less intensive than the proposed project because it removes some potential trail use.
- AC** The No Waterfront Development Alternative will not alter or intensify development of the project area. This alternative may marginally reduce intensification of land uses in the project area by preventing Parkway development that is not in an adopted plan.

NOTE TO READER: Impacts of land use conflicts are discussed in Chapter 6.9

**6.0 ENVIRONMENTAL SETTING, IMPACTS,
AND MITIGATION MEASURES**

6.1. INTRODUCTION TO THE ANALYSIS

SCOPE OF THIS ENVIRONMENTAL IMPACT REPORT

This document is designed to be a program Environmental Impact Report (EIR) as defined in CEQA Guidelines Section 15168. As a program level document, this EIR analyses the impact of the adoption of the Parkway Plan. Since the plan is a policy document, the discussion addresses impacts and mitigation measures at a policy level. The Parkway Plan in and of itself, does not cause development projects to occur. Rather the Parkway Plan coordinates existing plans and provides resource guidelines for river resources. Where the public facilities proposed in the Plan are described in detail, this EIR makes an assessment of possible project specific impacts. In most cases, implementation of individual facilities in the Parkway will require additional project specific environmental review once design plans are known.

An Initial Study (Appendix) was used to identify those environmental issues that may have significant impacts with implementation of the proposed project. Based on the Initial Study prepared for the project chapters have been prepared for the following issue areas:

| | |
|-------------|---|
| Chapter 6.2 | Transportation and Circulation |
| Chapter 6.3 | Air Quality |
| Chapter 6.4 | Noise |
| Chapter 6.5 | Biological Resources |
| Chapter 6.6 | Water Quality |
| Chapter 6.7 | Hydrology |
| Chapter 6.8 | Cultural Resources |
| Chapter 6.9 | Use Conflicts and Safety (Socio-economic Effects) |

Chapter 7 of this EIR reviews the reasons why some areas were not included for detailed environmental analysis. These area areas where a less than significant effect is expected to occur or areas where adequate environmental review and regulations are currently in effect.

PURPOSE OF THE ANALYSIS

The purpose of the EIR is to provide the public and decision makers with an objective, legally sufficient public decision-making document. The document provides a sufficient degree of analysis to provide decision-makers with information enabling them to make a decision which takes into account the environmental consequences of the proposed project. In accordance with CEQA, the EIR includes the following steps in the analysis:

1. Identify significant environmental impacts of the proposed project including thresholds for significance; both project specific and cumulative impacts by issue

area will be identified and assessed.

2. Disclose any significant environmental effects of the proposed project which cannot be avoided if the proposal is implemented.
3. Develop mitigation measures proposed to avoid or minimize the significant effects. Mitigation measures should be developed that can be reasonably expected to reduce significant adverse impacts of development to less than a significant level. The expected reduction of impacts should be quantified in the text of the report. Mitigation measures shall be specific and shall be written to be incorporated into a monitoring program.
4. Propose and evaluate alternatives to the project including the "no project" alternative. The purpose of the evaluation of the alternatives is to provide decision-makers with a summary assessment of the comparative effects of each of the alternatives, focusing on the significant, unavoidable impacts, both short-and long-term, and on mitigation measures to such impacts. The evaluation of alternatives shall compare key impacts.

EVALUATION OF ALTERNATIVES IN THE EIR

As required by Section 15126(d) of the CEQA Guidelines, this EIR evaluates the comparative impacts of a "range of reasonable alternatives to the project". This EIR considers three alternatives for the project site. The alternatives, described in Chapter 4, also include the CEQA mandated "No Project" Alternative which would maintain the present state of the project site.

In the Impact Sections of each Chapter, the Alternatives are referred to in an abbreviated form. The abbreviations refer to the following alternatives:

- PP This refers to the Proposed Project which is the Parkway Plan as proposed.
- AA1 This refers to the No Project (Existing Conditions) Alternative. Under this alternative, no physical change to the environment would occur and existing pre-project conditions would prevail. This alternative is required by CEQA.
- AA2 This refers to the No Parkway Plan (Existing Plan) Alternative. Under this alternative, the Parkway Plan would not be adopted, and development would proceed in the Parkway in accordance with existing adopted plans. The coordinating policies and resource protection and access guidelines of the Parkway Plan would not be implemented.
- AB This refers to Alternative B, which re-routes 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.

AC This refers to Alternative C. Briefly, this alternative prohibits public access and the construction of new public facilities on the waterfront side of the levee crown.

In each Chapter, Alternatives are compared. Since this is a program EIR assessing general policies, much of the analysis is qualitative rather than quantitative. Therefore, comparison of impacts is often stated relative to the Proposed Project (Draft Parkway Plan). For example, it is expected that Alternative C will generate less particulate and dust than the Proposed Project, but more than the No Project Alternative.

PRESENTATION OF THE IMPACT ANALYSIS

Each chapter is divided into sections which address environmental setting, standards of significance, impacts to the environmental setting, and feasible mitigation measures for impacts identified. This analysis is conducted for each environmental category identified above.

The environmental setting and standard of significance discussion establishes the base and threshold by which the project/alternative is measured and analyzed. The setting discussion addresses the conditions that exist prior to project development (e.g., traffic conditions, air quality conditions, etc.). This setting is the base by which the project/alternative is measured for environmental impacts. A standard of significance is identified for each environmental category to determine if the project will result in a significant environmental impact when evaluated against the environmental setting. This standard of significance varies depending on the environmental category. For example, the standard of significance for carbon monoxide in the air quality discussion is based on state and federally adopted parts per million (ppm) standards, while the noise standard for significance is based on decibel thresholds identified in the City's adopted General Plan Update.

Impacts and feasible mitigation measures are presented, where appropriate, for each environmental category. The project specific and cumulative impacts are listed in one of three ways throughout the discussion: 1) less than significant (LTS), 2) significant avoidable (SA), or 3) significant unavoidable (SU). Feasible mitigation measures are always identified for those impacts found to be SA, but may or may not be present for those found to be LTS or SU. Each mitigation measure presented in this draft EIR is feasible from a technological standpoint. The impacts and mitigations listed in this draft EIR are numbered consecutively.

SIGNIFICANCE OF IMPACTS

Wherever possible and reasonable, thresholds or standards are established which serve as the bench mark for determining impacts. In general, effects can be either significant (above threshold) or less than significant (below threshold). If a significant impact exceeds thresholds, feasible mitigation measures must be proposed to reduce the impact.

In some cases, there are no feasible mitigation measures. In this case, the impact is **significant and unavoidable**. If the proposed mitigation measures substantially reduce the impact, the mitigation measures help avoid the impact. Impacts which can be mitigated to a less than significant level are **significant and avoidable** impacts.

Some areas of impacts can not reasonably or objectively be measured. CEQA discourages speculation where reasonable conclusions cannot be ascertained. In these situations, the EIR discloses existing information, and reports differences of opinions.

CUMULATIVE IMPACTS

According to CEQA "cumulative impacts refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (Guidelines, section 15355). CEQA requires that cumulative impacts be discussed when they are significant (Guidelines, section 15130, subd. (a)). Chapters 7 and 10 of this draft EIR discuss cumulative impacts that are significant as well as explaining why less-than-significant cumulative impacts are so identified.

SOCIO-ECONOMIC IMPACTS

In accordance with CEQA, this document focuses on potentially significant environmental consequences. Although there are a number of social concerns regarding the proposed project and alternatives, many of these issues relate to socio-economic concerns which do not clearly result in a physical impact. Section 15131 of the CEQA Guidelines states that an EIR may include economic or social information, however, "economic and social effects of a project shall not be treated as significant effects on the environment." An exception to this is in instances where a clear chain of cause and effect between the social or economic issues can be linked to a physical impact. In this case the EIR discusses the physical impact which resulted from the social or economic impact.

6.2 TRANSPORTATION AND CIRCULATION

6.2 TRANSPORTATION AND CIRCULATION

INTRODUCTION

This Transportation and Circulation section discusses existing conditions, future conditions, and transportation impacts associated with the proposed project and alternatives. In addition to automobile traffic, transit impacts and existing and proposed bikeways impacts are included. The project area is located within the city limits of the City of Sacramento, I-80 at the Sacramento River to the north and the Cavanaugh Golf Course to the south. The boundaries of the project area are generally from levee to levee, typically extending not less than ten feet beyond the landward toe of the levee.

Level of Detail of Analysis of Proposed Project and Alternatives: No development will occur immediately as a result of approvals of discretionary actions being requested at this time. The Parkway Plan proposes public scenic overlooks, staging areas and developed recreation areas in concept, but does not propose the exact alignment, location or design of facilities. Therefore, the City may need to do further environmental review as future discretionary actions are considered, that is, at the time that Parkway facilities are designed and constructed. Environmental review for development projects may include an analysis of secondary impacts associated with mitigation measures and direct impacts associated with the design and construction of Parkway facilities. Additionally, because the Parkway Plan is a resource protection plan, there are many policies included in the Plan which serve as to reduce potential impacts, but in and of themselves are not mitigation measures. These policies are highlighted in the impact and mitigation section of this Chapter. Where additional mitigation measures can be identified, these are also discussed.

Determination of the transportation and circulation impacts and mitigation measures associated with the Proposed Project and Alternatives is based upon qualitative analysis. Given that the Parkway Plan is a policy document, there is insufficient information to perform a quantitative analysis. (Since the Alternatives are of less intensity than the Proposed Project from a standpoint of traffic generation, the alternatives will generally result in less impact than the Proposed Project). If the Proposed Project is rejected in favor of a less intensive Alternative (i.e., one that generates fewer vehicle or person trips), the mitigation measures identified for the Proposed Project shall be applied unless a quantitative analysis of the less intensive alternative is conducted.

SETTING

Roadway System - Regional Access: Regional automobile access to the project area is provided primarily by the Interstate 5 freeway, Interstate 80 freeway, US Highway 50 and associated arterials. Interstate 5 is a north-south facility which is located east of the Parkway

in the City of Sacramento. To the north, Interstate 5 provides access to Interstate 80 and the northern portions of the County and City of Sacramento. Interstate 80 runs east-west from Reno to San Francisco. US 50 runs east-west through the City and serves the eastern portions of Sacramento County traveling east to the Tahoe Region and beyond.

Interstate 5 is a north-south freeway along the east side of the Sacramento River. To the north, it connects with Interstate 80 and serves the Natomas area, the Sacramento Airport and the northern part of the state. To the south, Interstate 5 provides access to the southwest portion of Sacramento and the Central Valley. State Route 99 is combined with Interstate 5 between the north end of Sacramento and Business 80. Interstate 5 runs parallel to the Parkway through the City of Sacramento. Interstate 5 forms the eastern boundary of the Parkway from Old Sacramento to Sutterville Road. US 50/Business Route 80 is an east-west freeway. Access to this freeway is via interchanges at 15th Street/16th Street in the City of Sacramento. To the east, US 50 serves eastern portions of Sacramento and extends into El Dorado County. To the west, US 50 extends via the Pioneer Bridge to West Sacramento and Yolo County.

Business Route 80 is a north-south freeway in the City of Sacramento and an east-west freeway in West Sacramento. Access to this freeway in Sacramento is via interchanges at E Street, H Street, J Street, and N Street. To the northeast, Business Route 80 provides access to northeastern portions of the City and County, and I-80 extending into Placer County. To the south, the Business 80 provides access to US 50 and continues as State Route 99 south of US 50. State Route 99 provides access to southern portions of the City and County, as well as other central valley communities.

Roadway System - Local Access

Garden Highway

The Garden Highway is a two lane highway located along the Sacramento River in the City of Sacramento (the Natomas area). The highway was constructed on the Sacramento River levee crown. It provides access to the Parkway riverfront development in South Natomas including various restaurants in the area, Sand Cove Park and other public access points. There is an interchange with I-5 at Discovery Park (a County regional park in the American River Parkway) and the highway ends at Northgate Boulevard in South Natomas.

Front Street

Front Street is a two lane street local roadway which serves the Old Sacramento and Docks area in the City of Sacramento and forms the eastern boundary of the Parkway in this area. It provides access to overlooks of the Sacramento River and to Miller Park. The on-street bikeway that connects Old Sacramento to Miller Park is located on Front Street.

Riverside Boulevard

Riverside Boulevard is a north-south two lane minor arterial that runs parallel to the Parkway from Broadway in the Central City to Pocket Road in the Pocket area of the City of Sacramento. Land uses along Riverside include residential and commercial. Traffic congestion is moderate along Riverside Boulevard.

Pocket Road

Pocket Road connects to the south end of Riverside Boulevard and is a two-lane minor arterial that travels along the southern border of the Pocket area following the Sacramento River. Pocket Road generally travels east-west, although it does turn north where it connects with Riverside Boulevard. Pocket Road is controlled by signalization and traffic congestion is moderate. There is an I-5 freeway interchange at Meadowview Road. Pocket Road provides access to Parkway facilities such as Garcia Bend Park and Seymour Park and to proposed pedestrian access points in the area.

Freeport Boulevard

Freeport Boulevard is a north-south, four-lane major arterial that extends from Broadway to Fruitridge Road and beyond. It is designated State Route 160. Freeport Boulevard is controlled by signalization. Traffic congestion is heavy during peak hours. Freeport Boulevard runs parallel to the Parkway from the Freeport Reservoir in the City of Sacramento to North Stone Lakes Wildlife Refuge and Beach Lake Preserve in Sacramento County. The Freeport Reservoir site and Cavanaugh Golf Course are accessed via Freeport Boulevard.

Transit Service: Transit services to downtown Sacramento are provided by Amtrak, Greyhound, Gray Line, Regional Transit, El Dorado Transit, Folsom Commuter Bus (Gray Line), Folsom Stage Line, Yuba-Sutter Transit, Roseville Commuter Service, Yolobus, and limousine and taxi services.

Intercity Service

Amtrak provides daily scheduled passenger train service from its station near 5th and I Streets. Capitol Route service began in December, 1991, and links Sacramento to the Bay Area. Three round trip trains operate daily. Transcontinental service provides east-west operation between Chicago and Oakland with one stop in each direction daily. The Pacific Coast Route provides north-south service between Seattle and Los Angeles with one daily stop in Sacramento in each direction. Amtrak also offers a system of bus connections to the San Joaquin Route (Bakersfield-Oakland) at Stockton. Four bus round trips depart the Sacramento Amtrak station daily.

Greyhound Line provides bus connections between downtown and major urban centers

throughout California and the nation. The downtown station is located at 7th and L Streets. High frequency service is available between Sacramento and San Francisco, Reno, Los Angeles, and Lake Tahoe. One or more daily trips are also made to Redding, Portland, Seattle, Vancouver, Yakima, New York City, and Boston. Most trips also serve smaller communities en route. Gray Line operates scheduled bus service from downtown to Vacaville, Marine World, downtown San Francisco, and San Francisco International Airport.

Regional Transit

Regional Transit is the major transit provider within Sacramento County, providing light rail service and fixed-route bus service on 60 routes. Light rail service and many of the bus routes are oriented to downtown. Access is provided to and from all areas served by Regional Transit. Light rail service extends from downtown to the Watt/I-80 station to the northeast and to the Butterfield Station to the east. Twenty-eight stations are located along the approximately 18.3 mile line. Transit schedules are synchronized to provide "timed transfers" between bus routes and light rail at seven stations. Many suburban stations include park and ride facilities. Light rail operates at 15 minute headways daily and on weekends, and at 30 minute headways during the evening. Regional Transit is proposing to extend light rail service to the south area. The proposed route is the UPRR alignment, which travels along the Union Pacific Railroad tracks roughly parallel to Freeport Boulevard.

Other Transit Services

Yolobus is a public bus system owned under a joint powers agreement by the cities of Woodland, Davis and West Sacramento and Yolo county. YOLOBUS provides fixed-route wheelchair-accessible service to Woodland, West Sacramento and downtown Sacramento. Two routes, Lines 40 and 41, loop counter-clockwise and clockwise, respectively, through Broderick, Bryte, West Sacramento, Old Sacramento and downtown Sacramento. Line 42 is an intercity route linking West Sacramento and Broderick with Woodland, Davis, Old Sacramento and downtown Sacramento. El Dorado Transit operates commuter service from Placerville, Shingle Springs, Cameron Park, and El Dorado Hills to downtown Sacramento. Folsom Commuter Bus (Gray Line) operates three a.m. inbound trips to and three p.m. outbound trips from downtown. Folsom Stage Line operates commuter bus service to downtown. Yuba-Sutter Transit operates commuter bus service from Marysville - Yuba City to downtown. Roseville Commuter Service operates commuter bus service between downtown and Roseville via I-80.

Other Services

While there is no scheduled transit service to Sacramento Metro Airport, limousine service to and from downtown is available. There is also taxi service available to the airport and other destinations.

Bikeways: Bikeways in the City of Sacramento have been developed in accordance with the City's 1977 Bikeway Plan and the recently adopted City/County 2010 Bikeway Master Plan (April 1995) for the region which replaces the 1977 Bikeway Master Plan. Officially designated bicycle facilities are classified as follows:

- Class I: Off-street bike trails or paths which are physically separated from streets or roads used by motorized vehicles.
- Class II: On-street bike lanes with signs, striped lane markings, and pavement legends.
- Class III: On-street bike routes marked by signs and shared with motor vehicles and pedestrians. Optional four inch edge lines painted on the pavement.

Over 428 miles of bikeways (334 miles on-street and 94 miles off-street) have been proposed in the City of Sacramento. The County of Sacramento proposes 902 miles of bikeways (791 miles on-street and 111 miles off-street). Bikeways within the project area are summarized in Table 6.2-1. This system of bikeways will connect the City and County of Sacramento with the region.

| TABLE 6.2-1 2010 BIKEWAY MASTER PLAN FOR THE PROJECT AREA | | | |
|--|--|---------------------|-------|
| STREET | LOCATION | STATUS | CLASS |
| Garden Highway | County line to Discovery Park | Proposed off-street | |
| Garden Highway | Discovery Park across American River to Tiscornia Park - | Existing off-street | II |
| Sac. River Bike Trail | Tiscornia Park - I Street | Existing off-street | I |
| Old Sacramento to Front Street | I Street to Front Street in Old Sacramento | Proposed on street | |
| Front Street | Front Street to Miller Park | Existing on street | |
| Sac. River Bike Trail (levee) | Miller Park/Ramp Way to Captains Table | Existing off-street | I |
| Sac. River Bike Trail (levee) | Captains Table - 600' s/o 35th Ave. | Proposed off Street | I |
| Riverside Boulevard | Broadway to Captain's Table | Existing on street | |

**TABLE 6.2-1
2010 BIKEWAY MASTER PLAN FOR THE PROJECT AREA**

| STREET | LOCATION | STATUS | CLASS |
|--|---|---|-------|
| Riverside Boulevard | Riverside Boulevard to Zacharias/Seymour Parks | Existing partially on street and partially off street | |
| Sac. River Levee (Greenhaven) | Zacharias/Seymour to Arabella Lane(Greenhaven area) | Proposed off street | I |
| Sac. River Levee (South Pocket) | Arabella Lane to Freeport | Proposed off street | I |
| Seymour Park and Pocket Drainage Canal | Sac. River - Greenhaven Drive | Existing off street (inland routes) | I |
| Sac. River Levee (Freeport Area) | Sac. city limits - Freeport Bridge | Proposed off street | II |

Both the Parkway Plan and the 2010 Bikeways Master Plan contemplate a bike system along or at least parallel to the Sacramento River. While major sections of such a comprehensive trail system are in place, there are also major areas which are not developed and which will require detailed feasibility studies to properly design.

Equestrian Facilities: The 1988 City of Sacramento General Plan Update and the 1989 Parks Master Plan Update do not contain policies for equestrian use or facilities in the City of Sacramento. The 1975 Sacramento River Parkway Master Plan contains specific policy prohibiting equestrian use in the Parkway and reads as follows: "Due to the narrowness of the Parkway, safety hazards, and erosion problems, all motorized vehicles and horses shall be prohibited from the levee and berm areas, except emergency vehicles". The American River Parkway provides a trail system for equestrian use that is separate from the bicycle trail system and runs the length of the Parkway along the American River which is 30 miles long and 12 square miles in area. The American River Parkway extends from Lake Natoma in Folsom to Discovery Park at the confluence of the Sacramento and American Rivers. The American River Parkway Plan, December 1985, provides policy and standards in support of equestrian use. Chapter 8, "Public Access and Trails" outlines the requirements for an equestrian staging area and equestrian trails in the Parkway. Generally, equestrian staging areas and trails should be unpaved as horses may lose their footing on paved surfaces. The equestrian trails should be dirt, at least six feet wide and separate from bicyclists and pedestrians. Equestrian staging areas/facilities are located at Watt Avenue, Jacob Lane, Goethe Park, Ancil Hoffman Park, Rossmoor Bar, Cordova Community Park, Sunrise Boulevard, Sailor Bar and Lake Natoma.

Parking Facilities: There are existing parking facilities at many existing developed recreation areas in the Parkway. Parking facilities encourage vehicle travel to and from these areas and promote longer visits to these areas. In general, parking facilities are associated with equestrian staging areas, marinas, boat launches, fishing areas, ball fields and developed play areas. Scenic overlooks and pedestrian/bicycle access areas provide little or no parking facilities. Unauthorized parking at public access points is usually controlled by signage and ticketing. Existing and proposed public recreation and parking facilities are summarized in Table 6.2-2. The parking spaces proposed, are proposed under existing plans and policies.

| TABLE 6.2-2 PARKING FACILITIES AND VEHICLE TRIPS GENERATED IN THE SACRAMENTO RIVER PARKWAY | | | | |
|--|---------------------|-----------------|-----------------|---------------|
| PARK/ACCESS POINT | LOCATION | EXISTING SPACES | PROPOSED SPACES | VEHICLE TRIPS |
| SAND COVE PARK | GARDEN HIGHWAY | 48 | 0 | 298 |
| NATOMAS OAKS PARK | GARDEN HIGHWAY | 15 | 0 | 93 |
| DISCOVERY PARK | GARDEN HIGHWAY/ I-5 | 300 | 0 | 1860 |
| TISCORNIA PARK | JIBBOOM STREET | 60 | 0 | 372 |
| RIVERFRONT PARK | FRONT STREET | 0 | 0 | 0 |
| MILLER PARK | FRONT STREET | 160 | 0 | 992 |
| SUTTERVILLE ACCESS | SUTTERVILLE ROAD | 0 | 0 | 0 |
| RIVERSIDE REST AREA | RIVERSIDE BOULEVARD | 0 | 100 | 620 |
| DA ROSA ACCESS | RIVERSIDE BOULEVARD | 0 | 0 | 0 |
| RIVERSIDE ACCESS | RIVERSIDE BOULEVARD | 0 | | 0 |
| SEYMOUR PARK | RIVERSIDE BOULEVARD | 0 | | 0 |
| NORTH POINT ACCESS | NORTH POINT WAY | 0 | 40 | 248 |
| ARABELLA ACCESS | ARABELLA WAY | 0 | 0 | 0 |
| PORTINAO ACCESS | PORTINAO CIRCLE | 0 | 0 | 0 |
| POCKET CANAL | POCKET ROAD | 0 | 0 | 0 |
| GARCIA BEND PARK | POCKET ROAD | 183 | 0 | 1135 |
| SHORE PARK | POCKET ROAD | 0 | 0 | 0 |
| SLEEPY RIVER ACCESS | SLEEPY RIVER DRIVE | 0 | 0 | 0 |
| FREEPORT RESERVOIR | FREEPORT BOULEVARD | 0 | 100 | 620 |
| CAVANAUGH GOLF | FREEPORT BOULEVARD | 174 | 0 | 1079 |

Source: City of Sacramento, Public Works Department.

METHODOLOGY AND STANDARDS OF SIGNIFICANCE

Traffic Conditions/Level of Service (LOS)

Determination of roadway operating conditions is based upon comparison of known or projected traffic volume during peak hours to roadway capacity. In an urban setting, roadway capacity is generally governed by intersection characteristics. Roadway operating conditions are described by "levels of service." Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions. Table 6.2-3 presents level of service definitions and Table 6.2-4 presents projected LOS at SGPU buildout (2010). Level of service determination in this study is based upon methodologies published by the Transportation Research Board. The City of Sacramento utilizes an LOS "C" goal for roadway operating conditions. Because of the constraints of existing development in the City, and because of environmental and social concerns, this goal cannot always be met.

For purposes of this program level analysis, a qualitative approach to traffic impact assessment has been undertaken. Since the precise design of proposed parkway Plan facilities is not known, no project associated traffic counts can be generated at this time, and a level of service (LOS) analysis can not be undertaken. Existing LOS conditions in the Parkway Plan area, are however, taken into consideration in preparing this analysis.

The standards of significance for this program level analysis are designed to avoid speculation. The analysis focuses on qualitative judgement of the realistic potential for new implementation programs proposed in the Parkway Plan to generate future traffic problems. This analysis identifies areas where the Parkway Plan proposes new facilities (not included in existing plans) and where feasible, proposes program level mitigation measures. Prior to development of specific facilities proposed in the Parkway Plan, additional environmental review will need to occur.

**TABLE 6.2-3
LEVEL OF SERVICE DEFINITIONS**

Level of Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

Level of Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operations of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

Level of Service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service "F" is used to describe the operating conditions within the queue, as well as the point of the breakdown.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 1985.

Trip Generation Rates

Institute of Transportation Engineers (ITE) developed vehicle trip generation rates that are used to forecast the number of vehicle trips anticipated by a particular land use which can be used to estimate impacts to local circulation. The number of parking spaces provided by a particular development is also useful in estimating the number of potential vehicle trips associated with the site. These rates are found in the ITE Trip Generation Manual (Third Edition, 1983). Different types of land use generate different numbers of vehicle trips. The ITE rates are a way to determine the potential local traffic impacts of a particular development project.

The following terminology is used to describe trip generation rates:

Trip: A single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside the study site.

Trip Ends: The total of all trips entering plus all trips leaving a designated land-use or building type over a given period of time.

Average Weekday Vehicle Trip Ends (AWDVTE): The weighted 24-hour total of all vehicle trips counted to and from a study site from Monday through Friday.

Volume to Capacity: Also used in this analysis is the term volume to capacity or V/C ratio. This is a measure of the capacity of the roadway system compared to the volume of cars using the roadway. For example, a roadway which has no cars on it would have a V/C ratio of 0 meaning 100% of the capacity of the roadway is available. Similarly, a roadway which is approximately 50% filled with capacity has a V/C ratio of .50. Roadways which are experiencing "gridlock" may have V/C ratios at, near, or in excess of 1.0 indicating that close to or all of the capacity is used.

Recreational uses generate, on average, 3.1 vehicle trips per parking space and 3.6 vehicle trips per acre. Sunday trip rates per parking space are double the weekday rates. The peak hours for recreation facilities are from noon to 2 P.M. and 3 P.M. to 5 P.M. The number of parking spaces and vehicle trip generation rates for public access points in the Parkway are shown in Table 6.2-2, Parking Facilities and Vehicle Trips.

**TABLE 6.2-4
SACRAMENTO RIVER PARKWAY
PROJECTED LOS AT GENERAL PLAN BUILDOUT (2010)**

| STREET | SEGMENT | V/C | LOS |
|---------------------|--------------------|----------|-----|
| GARDEN HIGHWAY | I-80/I-5 | 1.35 | F |
| RIVERSIDE BOULEVARD | SUTTERVILLE/SEAMAS | .41 | A |
| RIVERSIDE BOULEVARD | POCKET AREA | .62 | B |
| POCKET ROAD | POCKET AREA | .72 | C |
| FREEPORT BLVD | SOUTH OF POCKET | .27 | A |
| | | | |
| FREEWAYS | | | |
| I-5 | CENTRAL CITY | .93-1.08 | E-F |
| I-5 | LAND PARK | .76-.78 | C |
| I-5 | POCKET | .53-.75 | A-C |

STANDARDS OF SIGNIFICANCE AND METHODOLOGY

As noted above, this is a program level analysis for which precise traffic counts of individual projects and design details such as the layout of parking lots and driveways is not known. As such, a qualitative analysis of traffic effects is undertaken. In order to assess potential impacts, the number of parking spaces proposed in existing plans (and incorporated into the Parkway Plan) was reviewed. Based on the number of proposed parking spaces, an estimate of vehicle trips was generated. The estimated vehicle trips for proposed facilities was compared with the Level of Service for major streets serving the site. If the proposed facility would degrade the LOS of the major street, a significant impact is identified.

Intersection or Street Segment

In the City of Sacramento, a significant traffic impact (intersection or segment) occurs when:

1. The traffic generated by a project degrades peak period *Level of Service* (LOS) from A, B, or C (without project) to D, E, or F (with project), or,

2. The LOS (without project) is D, E, or F, and project generated traffic increases the peak period *Volume-to-Capacity Ratio* (V/C ratio) by 0.02 or more.

Bikeways

A significant bikeway impact would occur if a Proposed Project or Project Alternative development hindered or eliminated an existing designated bikeway, or if the Proposed Project or Project Alternative interfered with implementation of a proposed bikeway.

A significant bikeway impact could occur if a Proposed Project or Project Alternative were to increase bicycle/pedestrian or bicycle/motor vehicle conflicts. Determination of this impact is subjective since no quantitative standards have been established.

Transit System

A significant impact to the Transit System would occur where project generated ridership, when added to existing or future ridership, exceeds available or planned system capacity. Capacity is defined as the total number of passengers the system of busses and light rail vehicles can carry during the peak hours of operation. Determination of this impact is subjective since no quantitative standards have been established.

Local Circulation

A significant impact to the local pedestrian, bicycle, automobile, and/or transit circulation would occur if the normal operations of automobile and truck access to the project result in blockage to sidewalks, streets, and/or alleys.

MEASURES INCLUDED IN THE PARKWAY PLAN

The Parkway Plan contains several policies which were considered in preparing this analysis. These policies, part of the proposed plan or "project" may also reduce impacts. For each impact discussion, the applicable policies of the Parkway Plan are noted and referenced.

IMPACT

6.2-1 LOCAL CIRCULATION

The Parkway Plan is expected to have minimal effect of vehicle circulation insofar as the emphasis of the plan is on pedestrian and bicycle access. None-the-less, the Plan does include proposals for limited parking in certain areas. 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.*
- PP The proposed project is a policy document that proposes, in concept, public recreation access points and facilities along the Sacramento River in the Plan area. The exact design and alignment of the recreation facilities will be determined by the City of Sacramento during the design and construction phase of the individual development projects. Project impact on level of service for traffic circulation in the project area is difficult to ascertain because the amount of traffic that may be generated by Parkway development is unknown. It is also unknown whether road improvements will accompany Parkway development.

Table 6.2-4 shows projected buildout LOS for major access streets to the Parkway. Table 6.2-2 estimates the number of vehicle trips from Parkway development based on parking spaces proposed. As can be seen by reviewing these two tables, major access roads serving the Parkway are at LOS C or better with the exception of Garden Highway. The Parkway Plan does not propose additional public facility development along the Garden Highway (Both Sand Cove and Natomas Oaks are existing approved developments) which would exacerbate existing conditions.

Riverside Boulevard currently functions at LOS A. Under future General Plan build-out conditions, this section of Riverside Boulevard is expected to continue to maintain LOS A with an expected future Average Daily Trips (ADT) of 6,200 with a volume to capacity (V/C) ratio of 0.41 (City of Sacramento General Plan Update DEIR, p. Y-75). The Riverside Boulevard Rest Area included in the Parkway Plan would potentially generate an additional 620 vehicle trips. This would result in a future cumulative ADT at build-out of 6,820 trips or a V/C ratio of .45 which is still considered LOS A, and therefore, falls below the significance criteria.

Freeport Boulevard at Freeport Reservoir currently functions at LOS A. According to the City of Sacramento General Plan Update DEIR, (page Y-62), at future General Plan Build-out, this section of Freeport Boulevard will continue to function at LOS A with an ADT of 8,100 and a V/C ratio of 0.27. The proposed 100 parking spaces at the Freeport Reservoir would generate approximately 620 new trips for a total future ADT of 8,730 and result in a future V/C ratio of 0.29. With future plus project conditions the roadway will continue to function at LOS A and a less than significant impact is anticipated.

A significant impact would occur if the Parkway Plan introduced new public facilities with parking which would either degrade existing levels of service below level of service C or result in traffic in an area which already has an unacceptable level of service. Since the new parking facilities referred to in the Parkway Plan, do not substantially change level of service, at a program level of review, a less than significant impact on local circulation is anticipated. This is a program level assessment. Further environmental review will be undertaken once final facility designs, land uses and public facility programming is developed.

- AA1 Under the No Project (Existing Conditions) Alternative, the proposed project would not be adopted and no new development would occur in the parkway area. Since there would be no change in existing conditions, there would be no physical impacts to transportation and circulation.
- AA2 Under the No Project (Existing Plans) Alternative, existing Parkway development would remain, but proposed development not covered in an adopted plan would not be constructed. However, all development proposed in the Parkway Plan is contained in several adopted plans including the 1975 Parkway Plan, the 2010 City/County Bikeways Master Plan, the 1984 Parks Master Plan and the 1989 Parks Master Plan Update. Therefore, this alternative would contribute approximately the same number of vehicle trips as the Proposed Project. Similar to the Proposed Project, a less than significant impact is anticipated.
- AB This alternative would re-route the river trail from 25th Avenue south to Pocket Canal. In this area, the alternative suggests that bicyclists use Riverside Boulevard (on-street) and the existing off street routes to Seymour Park, thence to Pocket Canal.

Although this alternative may increase on-street bicycle traffic along Riverside Boulevard and other on-street routes parallel to the river, it is not anticipated that the increased on-street bicycle traffic will significantly affect local circulation, however, this will depend on the final alignment of facilities in the area. At a program level, a less-than-significant impact is anticipated.

- AC Alternative C would eliminate all waterfront development on the riverward side of the levee. Under this Alternative, all proposed unadopted development between the levee crown and the River would be removed from the Parkway Plan. This alternative would have very little effect upon Parkway development since most of the development is proposed landward of the levee or on the levee crown. This alternative would not affect the on-levee bikeway as contained in the adopted 1977 Bikeway Master Plan. It is possible that this alternative could affect the potential for the multiuse trail in some areas where the trail cannot be located on the levee crown. Therefore, this alternative would create approximately the same number of vehicle trips as the proposed project, and a less than significant impact on local circulation is anticipated.

MITIGATION 6.2-1 LOCAL CIRCULATION

At a program level, no significant impacts are anticipated, therefore, no mitigation measures are required. Prior to implementation or expansion of any Parkway development, a project specific environmental review shall be conducted which assesses impacts to local circulation, parking, and access.

IMPACT 6.2-2 BIKEWAY AND TRAIL SAFETY

Depending on the trail alignment chosen, the multi-use trail may pose various safety hazards. The potential introduction of equestrian use to the Parkway may impact bicycle and equestrian safety if the multiuse trail is not separated from the bikeway in areas where the trail corridor is narrow or adjacent to hazardous slopes. Similarly, selection of Alternative B which re-routes the Little Pocket and Pocket sections of the river trail to Riverside Boulevard, will limit the ability of this section of the route to support multi-use given the narrowness of Riverside Boulevard. Both the 2010 Bikeways Master Plan and the Parkway Plan include policies for bicycle safety.

The Parkway Plan includes a number of policies related to access and trail safety. Applicable policies of the Plan include:

- 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.

- R8 Equestrian use shall be allowed in the Parkway, where feasible. However, specific trail locations and policies to guide equestrian use have not been developed at this time.*
- T1 Off-Street trails shall be built of all weather construction of proper dimension, clearance and grade to accommodate pedestrians, bicyclists and maintenance and emergency vehicles.*
- T2 The Bypass Route shall utilize those streets which best accommodate bicyclists and pedestrians, while providing the most direct route paralleling the Parkway.*
- T3 Bypass Route segments of the Parkway shall be the last segments of the Parkway to incorporate the Off-Street Trail.*
- T4 Bypass routes shall be signed and striped as a Class 2 and or Class 3 bicycle route and Parkway signage shall be provided. Additional Parkway signage may be appropriate.*
- T5 Motorized vehicles, except patrol or emergency vehicles, are prohibited on Parkway trails at all times.*
- T6 Skateboards, rollerblades and skates of any kind are not allowed on the off-street trail.*
- T7 Trail segments shall be developed to terminate at public access points.*
- T8 Trail segments should be implemented with sufficient funds to provide for operations, maintenance and security of that segment of the Parkway.*
- N3 Development within the Parkway, including trails and roads, signs and structures, shall be designed to minimize impact to native vegetation.*
- SA1 Narrow (no berm) and steep portions of the Parkway should have safety barriers installed to protect Parkway users.*
- SA2 Potentially hazardous areas in the Parkway, such as old industrial areas, pumping stations, steep waterward levee slopes and dangerous swimming areas, should be clearly posted.*
- SA3 Where necessary, separation barriers or fences should be installed to prevent Parkway users from entering into hazardous areas.*

- SA4 Existing fixtures, structures and conditions on the Parkway which can reasonably be considered as attractive nuisances or hazards should be removed or such conditions rectified.
- SA5 During emergency situations which may require the barring of the public from the Parkway, all access points should be closeable or controllable.
- SA6 Emergency Access Points shall be designated at intervals of no less than two miles along the Parkway. All public access points may be used as emergency access points as needed.
- SA7 Rules and restrictions for use of the Parkway shall be posted at all public access points.
- SA8 Emergency phones (callboxes) should be installed at one mile intervals along the Parkway.
- SA9 Location maps should be located adjacent to emergency phones (callboxes) to facilitate police or other emergency vehicle response to the area.
- SA10 Mileage markers shall be posted at one-half mile intervals.
- 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.
- PP **Off-street Sections:** The Proposed Parkway Plan includes as a long term strategy the development of a continuous trail corridor along the river using the levee. This would provide an off-street bikeway alternative which would reduce bicycle accident rates resulting from conflicts with vehicles. This is a beneficial effect. On the other hand, the trail will have less visibility, and the public has expressed some concern that bicyclists may be subject to other types of hazards (personal safety and crime). Chapter 6.9 reviews crime statistics in Parkway or trail areas and found that the potential for this type of personal safety risk is not significant if adequate security systems are in place. The Parkway Plan includes policies regarding trail security to protect users and adjacent property owners which should reduce risk to bicyclists and pedestrians.
- On-Street Sections:** The Parkway Plan also includes an Interim Trail By-Pass Route along Riverside Boulevard south of 25th Avenue. This section is currently used for a bike route. Since this is a designated bikeway, no significant change in circulation patterns will result from the By-Pass route.

Multi-use (Equestrian) Designation: The Parkway Plan also includes the future possibility of allowing equestrian uses along the trail corridor, although the exact sections of the corridor designated for equestrian use are not specified by the Plan. Notice of Preparation comments received for the Parkway Plan from equestrian interests express strong support for equestrian use on the trail and suggest that Discovery Park, Miller Park and Garcia Bend Park be used as equestrian staging areas. These three facilities do have parking areas which may be able to accommodate horse trailers, however, designated trails adequate for equestrian uses from the site are not identified at this time. As previously noted, the draft Plan does not specify staging areas or trail areas for equestrian use, but, does as a general policy allow equestrian users wherever feasible. Given the general nature of the plan on this issue, only general impact areas can be identified. These impact areas include: 1) possible safety hazards of multi-use in areas which are narrow and/or have steep slopes either side of the levee. An example of this is the levee configuration along sections of the Garden Highway. In narrow areas, safe passage of bicyclists (who may travel at greater speeds) around horses, and "behavior space" to accommodate unanticipated behaviors (shying or upset) of horses, bicyclists or joggers is limited. 2) possible safety hazards to horses and riders where the trail is routed to on-street areas (example: Riverside Boulevard) and 3) possible impacts related to horse traffic in sensitive riparian areas or areas where the levee and slopes are unstable (levee maintenance policies may prohibit equestrian uses in some areas).

- AA1 Under the No Project (Existing Conditions) Alternative, no change in bicycle or trail corridors would result, and no impacts would occur.
- AA2 Under the No Project (Existing Plans) Alternative, impacts would be similar to the proposed project in so far as many existing plans include major portions of the riverside trail. This alternative would not however, result in possible equestrian trail use impacts, since no existing plans or policies address equestrian trail use along the river.
- AB Impacts would be similar to the proposed project.
- AC Impacts would be similar to the proposed project. This alternative may also limit the ability to provide separate trails (paved bikelane and unpaved multi-use trail) because the riverward section of the levee would not be available for development.

MITIGATION 6.2-2 BIKEWAY AND TRAIL SAFETY

Off-street Sections: Implement Mitigation Measures of Chapter 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 will further reduce impacts.

On-Street Sections: No significant impact at a program level, therefore, no mitigation is required.

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 multiuse 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.

IMPACT 6.2-3 TRANSIT

All Alternatives: The Parkway Area is also the location of historic transportation (primarily rail) lines. Sections of the proposed continuous trail may conflict with the State of California's plans to extend the Steam Excursion Trains (currently operating from Old Sacramento to Miller Park) to Freeport. However, since the precise alignment and use of the Freeport section of levee right-of-way is not specified at this time, it is not possible to determine the degree of potential conflict. Previously the Regional Transit District considered this same alignment for a possible south area light rail extension. An Alternatives Analysis was completed and the Regional Transit Board is currently developing the alternative Freeport Alignment for the south area extension. No conflicts between the proposed South Area LRT extension and the Parkway Plan are identified. Bus services within the Parkway will not be affected by implementation of any of the alternatives, and no light rail lines currently serve (or are planned to serve) the Parkway area. No significant adverse impacts to transit systems are expected to result from implementation of the Parkway Plan or alternatives.

MITIGATION 6.2-3 TRANSIT

None required at this time.

6.3 AIR QUALITY

6.3 AIR QUALITY

INTRODUCTION

This air quality evaluation includes a description of the Sacramento Air Basin, a discussion of the pollutants impacting air quality, information on standards for air quality planning, an impact analysis, and mitigation discussion. These discussions will focus on potential impacts to air quality due to adoption of the Parkway Plan.

The Parkway Plan does not propose construction projects, but air quality impacts due to future construction in the Parkway may include PM-10s associated with construction of trails, parking lots and other facilities. In addition, the Plan does encourage public recreation use of the Sacramento River which, in turn, may create some additional vehicle trips to the area. The increase in vehicle movement in the area due to the project cannot be quantified, but will be discussed qualitatively in this section based in the findings of Chapter 6.2 Transportation. The analysis is therefore, programmatic and additional environmental review should be undertaken when the precise design characteristics of individual projects are known.

SETTING

Sacramento Air Basin

The project site lies within the Sacramento Valley, which is bounded by the coastal ranges to the west and the Sierra Nevada to the east. A sea level gap in the Coast Range - the Carquinez Strait - is located 50 miles southwest, and the intervening terrain is very flat. The prevailing wind direction in Sacramento is southwesterly, resulting from marine breezes through the Carquinez Strait. During winter, when the sea breeze diminishes, northerly winds occur more frequently, but southerly winds predominate.

Pressure Zones

A relatively stable high pressure zone positioned off the coast diverts storms to the north, away from California, during the spring, summer, and early fall. The dry, warm, subsiding air of this system produces an atmospheric condition where warm air overlies cooler air, known as a subsidence inversion. Subsidence inversions may be several thousand feet deep and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog, of which the largest single component is ozone. In conjunction with the Eastern Pacific high-pressure zone, a thermal trough, a low-pressure zone caused by intense surface heating, is normally positioned over the Central Valley. The relative positions of these pressure zones cause air to blow through the Carquinez Strait to the Sacramento Valley. This helps cool the region, but it also carries pollutants from upwind, urban sources.

- PP At a program level, the Proposed Project will not significantly impact roadway and intersections in the area. As such, a less than significant CO impact is anticipated.
- AA1 The No Project (Existing Conditions) Alternative will not increase trips in the Plan area and therefore, would not result in increased CO levels.
- AA2 The No Project (Existing Plans) Alternative includes the same proposed facilities and generate the same traffic as the proposed project. Therefore, like the proposed project, this alternative, at a program level, would have a less than CO significant impact.
- AB This alternative will result in approximately the same number of vehicle trips to the Plan area as the Proposed Project. Therefore, like the proposed project, this alternative, at a program level, would have a less than CO significant impact.
- AC This alternative will result in approximately the same number of vehicle trips as the Proposed Project. Therefore, like the proposed project, this alternative, at a program level, would have a less than CO significant impact.

MITIGATION 6.3-3 CARBON MONOXIDE (PROJECT SPECIFIC)

No significant impacts are anticipated, therefore, no mitigation measures are proposed.

IMPACT 6.3-4 CONSTRUCTION DUST AND PARTICULATE MATTER

- PP 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 multiuse 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.

- AA1 The No Project (Existing Conditions) Alternative will not result in construction related dust.

- AA2 The No Project (Existing Plans) Alternative would have the same effect as the proposed project in so far as the recreation areas proposed in the Parkway Plan are also proposed in existing adopted plans. As such, this alternative may ultimately result in construction activities which would generate significant levels of PM-10 similar to the proposed project.
- AB. This alternative will result in a slight reduction in construction dust and particulates impacts because sections of the proposed river trail in the Little Pocket area would not be constructed..
- AC This Alternative will create less construction dust and particulate matter impacts than the Proposed Project. This alternative reduces the amount of development that may occur along the River and therefore, reduces the construction impacts.

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 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.

REFERENCES

Governor's Office of Planning and Research, *CEQA Guidelines*, December 1994.

Sacramento Metropolitan Air Quality Management District, *Air Quality Thresholds of Significance*, 1994, First Edition.

Tholen, Greg, Planner, Sacramento Metropolitan Air Quality Management District, telephone conversation, May 26, 1995.

6.4 NOISE

6.4 NOISE

INTRODUCTION

This chapter describes the noise environment and potential short term and long term noise impacts related to the Parkway Plan. The report describes the existing noise environment in the Plan area, as well as projected future noise sources for the area. The relevant noise standards are contained within the Health and Safety Element of the City of Sacramento General Plan and in the California State Building Code, Title 24, Chapters 2-35. These standards were used to evaluate the potential need for noise mitigation measures.

The analysis focuses on short term construction noise and long term noise from off-street trails. Existing noise conditions and future noise conditions were previously analyzed in the Sacramento General Plan Update Draft EIR. This project and the cumulative environmental conditions in the vicinity conform to the land uses anticipated by the General Plan EIR.

The analysis is a program level analysis based on the Plan which is a policy document. The Parkway Plan in and of itself does not cause construction activities or development but rather guides development. As such the focus of the analysis is to determine whether or not, at a program level, the proposed plan policies recommend new noise generating uses or recommend uses in areas which would subject people to unacceptable noise levels. Once design plans for individual Parkway facilities are complete, it is anticipated that further project specific environmental review may be required.

Noise Measurement

Community noise levels are measured in terms of the "A-weighted Decibel". A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. The "equivalent noise level," or Leq is the average noise level on an energy basis for any specified time period. The Leq for one hour is the energy average noise level during the hour, specifically, the average noise based on the energy content (acoustic energy) of the sound. It can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level.

Several rating scales have been developed for measurement of community noise. These account for: 1) the parameters of noise that have been shown to contribute to the effects of noise on man, 2) the variety of noises found in the environment, 3) the variation in noise levels that occur as a person moves through the environment, and 4) the variations associated with the time of day. The predominant rating scale now in use in California for land use compatibility assessment is the Community Noise Equivalent Level (CNEL). The CNEL scale represents a time weighted 24 hour average based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.)

penalizes noise by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods.

Noise measurements and terms referenced in this chapter are summarized below.

| | |
|--------------------|---|
| dB | Decibel or the basic unit of noise |
| dB(A) | A decibel which has been A weighted to give more weight to the spectrum of noise which has frequencies of the greatest sensitivity to human ears. |
| Leq | Energy equivalent of noise. A steady state noise level which has the same acoustical energy as a time varying event. |
| CNEL or Ldn | Community Noise Equivalent Level or Ldn is a twenty four hour average noise measurement which weights noise levels occurring in the evening and night more heavily. |

SETTING

The Plan area is generally located 10 feet landward of the landside toe of the Sacramento River levee out to the River from river mile 76.5 to river mile 45.8, but is inclusive of some upland areas such as parks and other open space. The Plan area includes areas of residential, commercial, industrial and recreation. Much of the area is subject to noise from street traffic, railroad, boats and industrial uses. Rural and residential areas within the Plan boundaries are relatively quiet.

Noise-sensitive receptors in the vicinity of the Plan area include residential uses. Sensitive receptors are defined as an important public gathering place or residential uses. In the Little Pocket and Greenhaven Pocket, the Parkway is directly adjacent to the backyards of the residences along the Sacramento River. The multiuse trail, if constructed on the levee crown, will be, for the most part, above grade level of the homes. The residential areas adjacent to the levee may experience an increase in noise as a result of trail use.

Temporary construction noise will result from implementation of the Plan. The project will result in construction of trails, access points and parking areas. This noise will be temporary, but may occur sporadically over a period of years as segments of the project are constructed. The type of equipment used to construct trails produce noise levels in the range of 75 to 85 dBA and include: dump trucks, roller compactors, road graders, and asphalt paving machines.

Existing public parks and river access points in the Parkway include: Sand Cove Park, Discovery Park, Tiscornia Park, Old Sacramento, Miller Park, Seymour Park, Garcia Bend

Park and Shore Park. Noise generated by these facilities includes vehicle traffic, talking, and boat noise.

The main contributors to roadway noise in the Plan area are Interstate 5 which runs north-south parallel to the Parkway from Tiscornia Park to Sutterville Road, Garden Highway in South Natomas, Riverside Boulevard in the North Pocket and Pocket Road in the South Pocket.

The State Department of Parks and Recreation is proposing to run a steam excursion train to operate between Old Sacramento and Hood, using the existing right-of-way on the Sacramento River levee. This proposal would affect the area of the Parkway between Old Sacramento and Sutterville Road and the Freeport area.

METHODOLOGY AND STANDARDS OF SIGNIFICANCE

State Standards: The State of California has adopted noise standards in area of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles and motor boats, establish noise impact boundaries around airports, regulate freeway noise affecting classrooms, and set noise insulation standards. The application standards for this project is the State Noise Insulation Standards found in the California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4. This code requires acoustical insulation in areas subjected to 60 dB CNEL or greater in order to maintain an annual interior noise level of 45 dB CNEL in any habitable room of a dwelling unit.

The State Guidelines establish noise standards for various land uses. These standards are in terms of the CNEL scale. For residential land uses, an outdoor noise standard of 65 CNEL and an interior noise standard of 45 CNEL have been established. Outdoor use areas are typically defined by Caltrans and the State of California Noise and Land Use Criteria as rear yards, patios and balconies. There is no specific standard for general open space areas, although these noise levels should be as quiet as possible. An exterior standard of 65 CNEL is identified for active recreation areas. Commercial, retail, and industrial land uses are not as sensitive to noise as residential land uses. In fact, commercial land uses are less sensitive to exterior noise and more influenced by interior noise levels. The State Guidelines specify 50 CNEL for interior noise levels for office space.

City of Sacramento: Sacramento City Code, Chapter 66, Article II sets noise standards for the City. The exterior noise standards for agricultural and residential properties are as follows:

Exterior:

- (1) From 7:00 a.m. to 10:00 p.m. the exterior standard shall be 55 dBA.
- (2) From 10 p.m. to 7:00 a.m. the exterior standard shall be 50 dBA.

Interior:

- (1) 45 dBA for a cumulative period of more than 5 minutes in an hour.
- (2) 50 dBA for a cumulative period of more than one minute in an hour.
- (3) 55 dBA for any period of time.

Construction noise such as excavation and demolition is restricted to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. to 6:00 p.m. on Sunday.

IMPACTS AND MITIGATION MEASURES

CEQA identifies the substantial increase of ambient noise levels adjacent to the project as being a significant environmental impact. The potential for significant impact also exists where the community noise standards are violated on or off-site.

Potential noise impacts are commonly divided into short-term and long-term impacts. Short-term temporary noise impacts are associated with noise generated by construction activity which may impact adjacent residential land uses. Long-term impacts will occur for the life of the project and included potential noise from increased vehicular traffic generated by implementation of the Plan.

Parkway facilities including the trail, rest stops and access points are in the conceptual stage. The exact alignment of the trail system and the design of other Parkway facilities have not been developed. The nature and design of mitigation measures will or may be dependent upon the design and alignment of these facilities. The selection of a particular design or alignment may reveal additional impacts. Detailed design of mitigation measures will be developed at a later stage of review. The City will undertake further environmental review at the time the design of the Parkway facilities are presented for consideration. Please refer to the Introduction section of this report for a complete discussion of the uses of this EIR.

IMPACT 6.4-1 NOISE GENERATION -- PROJECT SPECIFIC ENVIRONMENT

PP 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.

- AA1 The No Project (Existing Conditions) Alternative would have no noise impact.
- AA2 The No Project (Existing Plans) would have impacts similar to the proposed project insofar as many of the proposed riverfront uses of the Parkway Plan are uses proposed in other adopted plans.
- AB This alternative would result in some decrease in noise due to a potential reduction in the number of users of the Parkway in sections of the Pocket area, but would otherwise result in a noise impacts similar to the Proposed Project.
- AC This alternative would result in noise impacts similar to the Proposed Project since it is likely that most of the noise would be from off-street trail use and noise generated at access points that are landward of the crown of the River levee.

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.

IMPACT 6.4-2 NOISE GENERATION - CUMULATIVE

- PP 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.

- AA1 The No Project (Existing Conditions) Alternative will not generate cumulative noise impacts.
- AA2 The No Project (Existing Plans) Alternative would have impacts similar to the proposed project insofar as many of the proposed riverfront uses of the Parkway Plan are uses proposed in other adopted plans.
- AB The No Multiuse Trail Alternative would have approximately the same cumulative impact as the proposed project.
- AC The cumulative noise impact would be reduced under the No Riverfront Development Alternative.

MITIGATION 6.4-3 NOISE GENERATION - CUMULATIVE

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.

IMPACT 6.4-3 CONSTRUCTION NOISE

- PP Although the Parkway Plan does not include construction activities, adoption of the Parkway Plan does represent a commitment to construction activities in the future as described in the Plan. Noise associated with Parkway development may include short term noise associated with construction of off-street trails, rest areas and other facilities.

The construction of the off-street trail may require some heavy equipment including dump trucks, roller compactors, road graders, asphalt paving machines and water trucks. In some areas, the levee crown is already graded with gravel so that construction of the trail may require less heavy equipment. The noise level of this equipment is expected to be in the range of 75 to 85 dBA. The rate of attenuation is approximately six decibels (dB) for every doubling of distance from a point source.

Noise from the construction activities could result in temporary disturbance to adjacent uses if the interior noise level is raised so that it exceeds 45 dB. The highest

noise level that permits relaxed conversation with 100 percent intelligibility throughout the room is 45 dB.(U.S. Environmental Protection Agency, 1974). A typical building can reduce noise levels by 25 dB with the windows closed. An exterior noise level of 70 dB should be maintained at residences in order to maintain an interior level of 45 dB.

There are existing residences within 100 feet of the Parkway from 25th Avenue south to the Freeport Reservoir at the south end of the Pocket. In the Little Pocket and Greenhaven Pocket areas, there are homes located directly adjacent to the Parkway, the structures being 30 to 100 feet away from the Parkway boundary and the backyards being directly adjacent to the boundary. In some cases there is significant vegetation between the residences and the Parkway boundary which may help attenuate the construction noise.

Residences close to the Parkway are likely to experience construction-related noise impacts. These noise impacts are temporary, limited to the construction phase, and generally limited to normal working hours and other conditions of the City's Noise Ordinance. Construction impacts are expected to be less than significant with proper enforcement of the Noise Ordinance.

- AA1 The No Project (Existing Conditions) Alternative would not generate noise impacts.
- AA2 The No Project (Existing Plans) Alternative would have impacts similar to the proposed project insofar as many of the proposed riverfront uses of the Parkway Plan are uses proposed in other adopted plans.
- AB The No Multiuse Trail Alternative would reduce construction-related noise impacts associated with constructing the equestrian trail.
- AC This alternative would reduce construction-related noise impacts for any potential Parkway development waterward of the levee that would have taken place under the Proposed Project Alternative. However, this alternative would have little effect on construction-related noise impacts for development on the levee crown or landward of the levee. It is likely that the off-street trail would be located on the levee crown and many of the access points would be located landward of the levee. Therefore, this alternative would result in construction-related noise impacts.

MITIGATION 6.4-3 CONSTRUCTION NOISE

With proper implementation and enforcement of the City's Noise Ordinance, no additional program level impacts are anticipated therefore, no additional mitigation measures are proposed.

6.5 BIOLOGICAL RESOURCES

6.5 BIOLOGICAL RESOURCES

INTRODUCTION

This section describes the existing biological resources within the boundaries of the Sacramento River Parkway Plan area. Special status species and habitat are addressed and the regulatory context to biological resources is summarized. Potential impacts that may result from implementation of the Parkway Plan and alternatives are identified and feasible mitigation measures are described.

This section identifies program level mitigation measures based on potential impacts to terrestrial and aquatic biology resulting from the adoption of Sacramento River Parkway Plan. Adoption of the Parkway Plan will facilitate coordinated management and preservation of natural resources, management of access and development of public and private recreational facilities in the Plan area. Specific projects involving construction and development will be reviewed for consistency with Parkway Plan policies and undergo further environmental review by City of Sacramento. The Parkway Plan proposes generalized land uses, but does not identify specific development projects, therefore, impact and mitigation discussions related to design and construction of specific development projects are not included in this EIR. Subsequent environmental documentation will be required for discretionary projects within the Plan area.

METHODOLOGY

The Sierra Foundation EIR, Draft Greenway Plan, and the Hansen Lakes EIR provided background information for this section. A field survey was not conducted for this Program document since no development will occur without further environmental review. Specific field studies may be required prior to constructing facilities proposed in the Parkway Plan.

A computerized search of the California Natural Diversity Database (CNDDDB, 1994) was conducted for the reach of the Sacramento River that includes the Parkway. This search was conducted to determine if there were any known occurrences of state or federal listed species recorded from the Plan area. Appendix 6.5 lists special status species potentially occurring in the Parkway.

SETTING

The Sacramento River Parkway is located along the east bank of the Sacramento River within the Sacramento City limits from I-80 in the north to Freeport in the south. The area is located between the river and 10 feet landward of the river levee. Generally, the Parkway is 50 to 200 feet wide. Parks and other identified upland areas are included in the Plan boundaries. Refer to Area Plan Exhibits in Chapter 3, Project Description.

The biological resources within the Plan area include remnants of the once expansive riparian habitats and wildlife found along the Sacramento River. The principal biological resources in the area are the riparian habitat and the wildlife it supports. Most of the riverbank in the Plan area has been altered by flood control levees constructed to protect residents of the City of Sacramento from flood. Some of the levee portions are rip-rapped while other areas are vegetated. Where the riverside berm is wide, the riparian habitat is well developed and diverse, providing forage and cover for wildlife. Rip-rapped sections of the levee are generally open and without much habitat value. In general, the Parkway provides a corridor for wildlife foraging, shelter and movement.

Historical Change in Riparian Habitats

The project area lies within the historical range of the Sacramento Valley riparian forests. Since the 1850's the riparian forests along the Sacramento River and its tributaries have been reduced from approximately 775,000 acres to less than 12,000 acres.¹ Historical descriptions of the Sacramento riparian forest in the 1800's characterized the riparian forests as non-uniform in width, ranging from 300 yards to five miles. According to these historical accounts, the forests formed continuous stands flanking the Sacramento in some areas, however; more common were large dense clumps of tree stands.² As a result of settlement the Sacramento Valley, the riparian woodlands were cleared for farming, lumber, flood control, and development.

Currently along the Sacramento River continuous stands of riparian forests do exist, but, continued development and modifications along the river has greatly diminished this resource. The forested zones along the river, sloughs, and streams have been reduced to remnants of the once extensive riparian woodlands. Generally, the remaining fragments form a belt less than 100 yards wide and are largely confined to bank slopes.³ The remaining stands generally provide high habitat value for numerous riparian wildlife species.

In 1986, there were a total of 714 acres of riparian woodland existing between river mile 44.0 and river mile 76.0.⁴ This information is based upon the Sacramento River Marina Carrying Capacity Study, prepared for the State Lands Commission. Subsequent to this study, and as a part of the project under consideration, the Carrying Capacity Study has been updated to include riparian habitat losses since 1986.⁵ The result of the update indicate that there has been an estimated loss of 105 acres of riparian woodland within this area, primarily the result of residential construction along the river.

Trees Resources/Heritage Trees

The following discussion describes the City's development project policy and process for tree resources.

Projects are evaluated by the City on a case-by-case basis to determine required mitigation for tree loss or damage regardless of species or size. The City Arborist may survey all of

the trees on the project site and make specific recommendations regarding the trees on the project site and those that should be preserved. In addition to the trees on the project site, there are also many smaller shrubs and bushes which contribute to the existing setting within the proposed project site.

It is the administrative policy of the City's Department of Parks and Community Services to save or replace as many healthy trees on a project site as possible. If a tree designated by the City Arborist to be preserved is damaged or harmed during construction of the proposed project, replacement planting should occur.

The City of Sacramento protects "heritage trees" by ordinance. This ordinance was recently amended on June 14, 1993 to further define and protect "heritage trees." Heritage trees are defined as trees of any species having a trunk circumference of 100" or greater (about 32" in diameter) measured 4.5 feet above ground level (diameter at breast height), which are of good quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species (Sacramento City Code, Chapter 45, Article IV). The recently passed ordinance further defined "heritage trees" to include any native *Quercus* species (Oak), *Aesculus californica* (Buckeye) and *Platanus racemosa* (Sycamore), having a circumference of 36" or greater (about 11.5" in diameter) when a single trunk or a cumulative circumference of 36" or greater when a multi-trunk tree.

Heritage trees are required to be avoided or replanted; any segment of a heritage tree greater than six (6) inches in circumference may not be pruned; placement of any chemical or other deleterious substance or material on any heritage tree shall not occur; and, disturbance of the soil or placement of any chemical or other deleterious substance or material on the soil within the dripline area of any heritage tree shall not occur. The removal of a heritage tree is considered a significant impact and is subject to the provisions of the Sacramento City Code, Chapter 45, Article IV.

Habitat Types and Vegetation

Riparian Woodland (including Great Valley Mixed Forest/Great Valley Oak Riparian and Willow Scrub)

Riparian forest along the Sacramento River in the vicinity of Sacramento include primarily Great Valley Mixed Riparian Forests and Great Valley Oak Riparian Forest.⁶ The mixed riparian forests dominate the riparian forests of lower terrace deposits and stabilized gravel bars along the Sacramento River, whereas the valley oak riparian forests are typically found on high terrace deposits and above cut banks along the outside of meanders.⁷

Mixed Riparian forest is characterized by a tall, rather dense, winter deciduous, broadleaf canopy consisting predominantly of Fremont's cottonwood (*Populus fremontii*) and some California sycamore (*Platanus racemosa*). Understory species may consist of a mixture of elderberry (*Sambucus mexicana*), oregon ash (*Fraxinus latifolia*) alder (*Alnus* spp.),

California buckeye (*Aesculus californica*), walnut (*Juglans* spp.), willow (*Salix* spp.), and valley oak (*Quercus lobata*), and numerous other young shrubs, trees, wildflowers and grasses. In addition, numerous vines, along with native and introduced blackberries may be present. Annual grasses and herbs are often absent except in areas where the upper canopy is open.⁸

The Great Valley Oak Riparian Forest is similar to Mixed Riparian Forest, however, there is a closed-canopy dominated by valley oak, and an understory which includes oregon ash, black walnut, California sycamore, and valley oak saplings. This community is typically restricted to the highest parts of the floodplain where it is subject to less physical disturbance from flooding and where soils are better drained and less likely to remain saturated for long durations of time.

The mixed and multilayered habitat found within riparian forest is considered highly productive and provides cover, nesting, and food for a diversity of wildlife species. In addition, riparian forests also serve as movement corridors for terrestrial wildlife and bird species. The value of this habitat type to wildlife as a movement corridor is greatly enhanced by nearly continuous vegetative cover. Approximately 70 bird species are known to winter in the riparian forests of the Sacramento Valley. A large number of birds forage and shelter in riparian forest habitat during their migratory journeys. By late summer in the Sacramento Valley, the riverine forests provide the "only lush, insect-rich forest habitat" in the lowlands.⁹

In areas along the river where riparian forests have been removed or altered, the riverbank is covered by grassland, riprap bank protection, or landscape plantings. Tree species in these areas consist primarily of Fremont's cottonwood, willow, and valley oak. In many instances the upper canopy tree species remain intact, however, the understory species have been removed as a result of disturbances. The value to wildlife of these disturbed areas is diminished as a result of the absence of suitable cover in the understory.

Aquatic Habitat

The Sacramento River provides important habitat for a wide variety of aquatic species. The fishes present in the lower Sacramento River include anadromous (fish species that spend a part of their life at sea, but migrate up rivers to spawn) and resident (year long) species. Anadromous species include chinook salmon (*Oncorhynchus tshawytscha*), steelhead trout (*Oncorhynchus kisutch*), silver salmon (*Onchorhynchus gorbuscha*), pink salmon (*Oncorhynchus keta*), American shad (*Alosa sapidissima*) and white sturgeon (*Acipenser transmontanus*).

The Sacramento River has four distinct runs of chinook salmon: fall, late fall, winter, and spring. As previously discussed, the winter-run chinook salmon has recently been designated as a state listed endangered and federal listed threatened species under the State and Federal Endangered Species Acts. The tributaries of the Sacramento River, including the Natomas East Main Drainage Canal, are intensely used by the fish population of the Sacramento River

for spawning and migration corridors to smaller creeks and tributaries further upstream.

Warm water game fish present include a variety of bass (*Micropterus* sp.) striped bass (*Morone saxatilis*), sunfish and bluegill (*Lepomis* sp.) and bullhead (*Ictalurus* sp.) Nongame fish species are numerous and include, but are not limited to, Sacramento western sucker (*Catostomus occidentalis*), carp (*Cyprinus carpio*), Sacramento blackfish (*Orthodon microlepidotus*), Sacramento perch (*Archoplites interruptus*), surfperch (*Hysterocarpus traskii*) and fathead minnow (*Pimephales promelas*).

Shaded Riverine Aquatic Habitat (SRA)

In addition to the water itself, another important habitat in the lower river aquatic environment is the submerged zone immediately adjacent to natural river banks. The term Shaded Riverine Aquatic (SRA) cover is used by biologists to refer to the unique habitat formed at the interface of water covered shore and woody riparian vegetation on the banks.

SRA habitat is valuable for fish and wildlife resources for the following reasons:

- Adjacent tree and shrub canopies provide shading which enhance natural protective coloration for many fish, especially juvenile salmon and steelhead, and lessens heat stress from direct sunlight;
- Adjacent vegetation is a source of leaves and twigs, helping support aquatic food chains;
- Insects from the adjacent vegetation fall into the water, available for fish to prey on;
- Submerged branches, logs, and roots provide cover and velocity shelters for fish, especially juvenile salmon and steelhead;
- Branches overhanging the water provide perching sites for herons, egrets, river otters, kingfishers, and other wildlife, and;
- Natural soil banks with vegetation cover provide burrow sites for semi-aquatic mammals such as river otters, beavers, and muskrat.

Shaded Riverine Aquatic (SRA) is considered as "Resource Category One" by the USFWS, which means SRA is considered unique and irreplaceable. In the lower 60 miles of the Sacramento River, at least 70 percent of the river banks have been armored by rock revetments (*riprap*), showing the scarcity of the habitat values provided by natural, vegetated banks. SRA habitat is considered important habitat for several federal and state listed and proposed sensitive species.¹⁰

SPECIAL STATUS SPECIES

Special Status Plants

Special status plants are those which are: listed as rare, threatened or endangered by the state or federal government; candidates for federal listing; or for which biological evidence indicates that the species could qualify for listing by the State of California.¹¹ Many of the plants on List 1A, 1B and 2 of the California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (CNPS Inventory) meet the criteria of the latter category. The list of special status plant species listed by the CNDDDB and the CNPS Inventory known to occur in the plan area includes

California Hibiscus (*Hibiscus lasiocarpus Cav.*): California hibiscus or "rose mallow" is on List 2 of the CNPS Inventory. List 2 includes plants that are rare, threatened or endangered in California, but more common elsewhere. The species occurs in riparian and freshwater marsh habitat from Butte County to San Joaquin County. This species flowers from July to September and seed capsules remain on the plant into late fall. Most occurrences are very small and the species is seriously threatened by development, agriculture, recreation, and channelization of the Sacramento River and its tributaries.

Mason's Lelaeopsis (*Lilaeopsis masonii*): Mason's lelaeopsis is a category 2 candidate for federal listing as threatened or endangered, state-listed rare and is on List 1B of the CNPS Inventory. List 1B includes plants that are rare, threatened or endangered in California or elsewhere. The species occurs in freshwater and brackish marsh habitat from Contra Costa County north to Solano County and east to Sacramento and San Joaquin Counties. This species is a perennial herb which flowers from April to October. It is threatened by development, flood control projects, recreation, erosion, levee maintenance, and agriculture.

Special Status Wildlife

Special status animals include animals which are legally protected by being listed as Threatened or Endangered under the California Endangered Species Act or the Federal Endangered Species Act, or by being "fully protected from take or possession". In addition, special status animals also include species which are candidates for federal listing and California Department of Fish and Game (DFG) "species of special concern". Species in these categories do not usually have the same degree of legal protection afforded to officially listed species, however, most of these species are protected from unregulated take by local, state, and/or federal regulations. Potentially, some of these species could be added to official state or federal lists in the near future. The unregulated take of birds of prey (raptors), their nests, and/or their eggs is also prohibited according to the California Fish and Game Code, Section 3503.5.

The DFG reviews projects and comments on potential impacts to endangered or threatened

plant or animal species under the California Endangered Species Act. If in the opinion of DFG a project would "jeopardize" the continued existence of any endangered or threatened species or threaten a species or threaten the habitat of such species, then DFG requires that a project develop "reasonable and prudent alternatives" to minimize or avoid impacts to a species or their habitat or mitigate for the loss of potential species habitat. If a species is a federally listed species, then the U.S. Fish and Wildlife Service (USFWS) would likewise impose requirements for a project to avoid or minimize impacts to the species or its habitat.

A review of the California Natural Diversity Database (CNDDDB), revealed the potential occurrence of 10 special status bird species, one reptile species, and one insect species in the project area. (Appendix 6.5). A field survey of the Plan area has not been conducted to confirm specific locations of the occurrences. Prior to the approval of any development projects, a field survey will be conducted to determine potential impacts to specific wildlife resources.¹²

Swainson's Hawk (*Buteo swainsoni*): The Swainson's Hawk is protected under the California Endangered Species Act, being state listed threatened by the California Department of Fish and Game, and designated as a Category 2 candidate species by the USFWS. Swainson's hawk nest in scattered trees along riparian areas in the Central Valley. These raptors winter in Central and South America, and typically return to the same area each spring and summer to nest. Swainson's hawk populations have declined, at least partly due to the loss of riparian habitats and conversion of agricultural foraging areas. Recent surveys of the river by the USFW from Verona (approx. River Mile 79.5) to Freeport, observed some 30 pairs, with 15 successful nesting attempts (Sacramento Metropolitan Area FEIR/FEIS, Sacramento District Corps of Engineers, 1992).

According to the DFG, Swainson's hawks are traditional to their nesting territories, but they commonly use alternative nest sites and a pair may construct a new nest in a different tree each year.¹³

The DFG has established a mitigation goal of no net loss of Swainson's hawk breeding or foraging habitat.¹⁴ For projects which would otherwise result in adverse impacts to Swainson's hawk or their breeding or foraging habitat, DFG requires mitigation measures be included in the project to minimize or avoid such impacts. Loss of foraging habitat will be mitigated by permanently protecting suitable Swainson's hawk foraging habitat in the project area, between one and three acres for each acre of habitat eliminated. The exact ratio is determined by negotiation with DFG. Protection occurs by the purchase of title to, or conservation/agricultural easements on, such suitable habitat, or by contributing adequate funds to DFG for purchase of title or easements. Loss of nesting habitat can be mitigated by the creation of suitable habitat in the project area.

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*): The Valley Elderberry Longhorn Beetle (VELB) is a federally listed threatened species and is protected pursuant to the Federal Endangered Species Act of 1973, as amended. Elderberry shrubs

(*Sambucus caerulea/mexicana*) are the exclusive host plant species for the VELB and shrubs with stems greater than one inch in diameter are regarded as critical habitat for this beetle. Elderberry has been found through the Sacramento area, including the Sacramento River corridor. The USFWS require that loss of elderberry plants be replanted at a ratio of (5 to 1) for elderberry stems greater than one inch in diameter at ground level. This mitigation must include monitoring and maintenance of the replanting area.

Specific occurrences of the beetle have been reported by the CNDDDB along the west bank of the Sacramento River between River mile 60 and 62.5. (City of Sacramento, Sierra Foundation EIR, March 1992)

Giant Garter Snake (*Thamnophis gigas*): The Giant garter snake is a state and federally listed threatened species. It is among the largest and most aquatic of garter snakes. Its habitat includes slow moving streams, drainage ditches, fresh water emergent wetland, and valley-foothill riparian. It may be found in the Parkway area, mainly on the landside of the levees.

Delta Smelt (*Hypomesus transpacificus*): The Delta smelt is a federal and state listed Threatened species. It is primarily an estuarine species, found in the San Francisco Bay - Delta and nowhere else in the world. The Delta smelt spawns in upstream freshwater areas, then the young move downstream to more saline waters of the Delta and Suisun Bay to rear and mature. The proposed Critical Habitat for the Delta smelt, under the provisions of the federal Endangered Species Act, includes the Sacramento River within the confines of the legal Delta, which encompasses the lower reaches of the Parkway Plan area. Optimal Delta smelt spawning habitat must include underwater substrates for egg attachment such as submerged tree roots and branches. A portion of the Sacramento River within the Parkway is proposed as critical habitat for the Delta smelt.

Sacramento Winter-run Chinook Salmon (*Oncorhynchus tshawytscha*): The Sacramento Winter-run Chinook is a federal and state Endangered Species. The winter-run is a distinct race of chinook salmon. The Winter-run formerly spawned above the present location of Shasta Lake, in the cold waters of the Pit, McCloud and Upper Sacramento Rivers. Because of Shasta and Keswick Dams, the Winter-run must now spawn in the Sacramento River below Keswick Dam. After eggs hatch, young salmon begin growing and making their way downstream to the San Francisco Estuary and the Pacific Ocean. The entire Sacramento River downstream from the spawning areas is rearing habitat, and it is designated as Critical Habitat under the federal Endangered Species Act.

The migration period for the salmon typically occurs between October and November, but can occur from September through November.^{15, 16} The onset of spawning usually coincides with a drop in water temperature below 60 degrees F.¹⁷ The juvenile salmon remain in the vicinity of the spawning grounds for a period of time before beginning migration downstream into the Bay-Delta system from January through July. Peak migration through the Sacramento Delta occurs during the spring, but exact timing can vary from mid-March to

May and June. During their migration downstream, the juvenile salmon prefer shallow nearshore habitat for cover as they grow in size and complete their migration.¹⁸

Sacramento Splittail (*Pogonichthys macrolepidotus*): The Sacramento Splittail has been proposed for listing as Threatened under the Federal Endangered Species Act, and is also considered a California Species of Special Concern. The Splittail was once found in Central Valley waterways from the Delta and Suisun Bay upstream to Redding in the Sacramento River system, as well as upstream in the San Joaquin River system. On the Sacramento River, the Splittail may still be found in the Feather and American Rivers and within the Parkway Plan Area, although its greatest abundance currently seems to be the Delta.

IMPACTS AND MITIGATION

Introduction to Analysis

This section describes potential program level impacts to biological resources due to adoption and implementation of the Parkway Plan. The Plan does not propose construction, but through its adoption and implementation, construction projects may be proposed in the future. General impacts related to construction activities are addressed in this section. Future development projects will undergo further environmental review to analyze project specific impacts.

The Parkway Plan does have a goal to protect and enhance areas of riparian habitat. However, the Plan also encourages public access to the River by proposing trails and other recreation facilities. Therefore, there is the potential for the Plan to have impacts to biological resources in the area. Short-term construction and long term impacts are analyzed in this section to the extent feasible under a program level review.

Methodology

The potential for significant impacts to result from adoption and implementation of the Parkway Plan was assessed by evaluating the importance of potentially affected habitats or features to species that would be expected to be found in the Plan area. Information used to determine impacts included aerial photography, special status species databases, and published reports and documents describing existing conditions along the Sacramento River.

Standards of Significance

CEQA

In accordance with CEQA, significant impacts on biological resources are those actions that will result in any of the following:

- § Substantially affect rare, threatened, endangered, or candidate plant or animal species, or the habitat or any such species;
- § Substantially diminish or degrade habitats (including wetlands) of native fish, wildlife, or plants; or
- § Interfere substantially with the movement of any resident or migratory fish or wildlife species.
- § Deteriorate existing fish or wildlife habitat.

§ Adversely affect significant riparian lands, wetlands, marshes, or other wildlife habitats.

§ Change the diversity of species, or number of any species of plants or animals.

Thresholds of significance for biological resources are based on current regulatory guidelines for the protection of biological resources, including wetlands and other Waters of the U.S., fisheries habitat, tree resources and species of special concern. Under CEQA, a mandatory findings of significance is required if a project would result in impacts to threatened or endangered species or their habitat. In the absence of regulatory thresholds, impacts were determined based on whether an action would substantially affect or diminish a natural resource or individual species or its habitat.

Trees

In addition, the violation of the Heritage Tree Ordinance would be considered a significant impact. Avoidance is the mitigation measure of choice, with replacement as an option if avoidance cannot be achieved.

Special Status Species

The CEQA Guidelines, Section 15380, define impacts to Rare and Endangered species. If species are listed, they are presumed to meet the criteria, as well as species which are rare, but not listed. Those which will be considered for impact significance include: species listed under the state endangered species act; species listed or proposed under the federal Endangered Species Act, federal and state candidate species, California Species of Concern, and species included on California Native Plant Society (CNPS) lists 1a, 1b, and 2. Impacts were considered significant if they resulted in the following effects on substantial portions of local populations:

- direct mortality;
- permanent or temporary loss of occupied habitat that would result in mortality to or reduced productivity;
- avoidance of biologically important habitat for substantial period, resulting in mortality to or reduced productivity.

In addition, the California Fish and Game Code defines "take" (Section 86) and prohibits "taking" of a species listed and threatened or endangered under the California Endangered Species Act (California Fish and Game Code Section 2080 et seq.) or as fully protected (as defined in California Fish and Game Code Sections 3511, 4700, and 5050. Migratory Bird Treaty Act protects migratory birds under Section of the Fish and Game Code. Impacts on individuals of these species were determined to be significant if they would result in any take,

as defined.

Habitat Fragmentation and Loss

Historically, the lower Sacramento River within the Parkway Plan area was bordered by a wide band of riparian forest growing on natural levees. These natural levees were formed by the river during overbank floods and were several miles wide along the main channel. Compared to conditions prior to settlement when the riparian plant community extended outward at hundreds of yards or even miles from the river channel, the present Sacramento River in the Plan area has a very confined floodway within levees, with berms extending 20 to 300 feet, or sometimes with no berm at all. This fragment of the former wide band of riparian forest is characterized as "habitat fragmentation", the narrowing of the existing strips of riparian vegetation or breaking up the linear continuity of the habitat.

The habitat value of the riparian corridor within the Parkway depends upon: 1) the degree of linear continuity; 2) the width of the corridor; 3) the structure of the vegetation, i.e. its vertical density and diversity, and the height and coverage of the canopy; and 4) the amount of disturbance by humans and pets, and non-native wildlife species.

The development of the former flood plain and river channel often precludes restoration. However, river corridors remain a significant connection for terrestrial and aquatic species, if not the only connection. If species are unable to travel up and down the corridor because of structural impediments or removal of vegetation, the existence of remanent habitat is inadequate to sustain these biological communities. There are terrestrial and wetland habitats within the Parkway Plan area. Although there is not a continuous band of vegetation within the river corridor because of the pattern of land use, the remaining habitat contributes to the overall success of species dependent upon the river corridor.

A significant impact is determined if the linear continuity is broken sufficiently to prevent dispersal and migration of species; if the corridor linkages to larger pieces of natural communities found upstream, downstream, and in the American River Parkway are extirpated; if daily movements of animals for feeding, resting, and nesting are impeded through fragmentation. Because the Parkway Plan does not in and of itself, propose construction activities, habitat fragmentation is reviewed at a program level. Further project specific environmental review will be required prior to implementation of any accessways proposed in the Parkway Plan.

IMPACTS AND MITIGATION MEASURES

IMPACT 6.5-1 IMPACTS TO RIPARIAN HABITAT/RIVERBANK VEGETATION

PP The Parkway Plan proposes land use policies and general land use designations for the Plan area, however, details concerning specific development projects are not identified in the Parkway Plan. Implementation of the Parkway Plan may result in construction of facilities such as viewing platforms, trails, picnic areas, parking areas and will increase public access. The construction of facilities has the potential to result in the direct loss of riparian vegetation and fragmentation of habitat. In addition, use of the facilities may impact habitat over the long term as a result of foot traffic and general human intrusion. Riparian areas within the Parkway are routinely affected by access which results in erosion. Public access will produce compaction of soils, increased erosion and vegetation trampling, precluding the reestablishment of vegetation.

Specific Parkway development projects will undergo environmental review as they are proposed, to determine site-specific habitat impacts, both in terms of construction and long term impacts.

The Parkway Plan contains several policies that reduce the Plan's potential impact to riparian habitat and vegetation. These policies are listed below:

- 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*

The Parkway Plan also contains policies which address erosion. These policies are:

- 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.

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

At this time, it is not possible to quantify the potential loss of habitat due to adoption and implementation of the Parkway Plan. Many Plan policies reduce the potential impact. Since the exact location and design of Parkway facilities is not known at this time, and since the Plan is primarily a resource protection and policy document, at a program level, it is not anticipated that significant adverse habitat fragmentation effects will result. Therefore, at a program level, no significant impacts can reasonably be foreseen from adoption of the plan, but there may still be a potentially significant project level impacts depending on the design of specific projects. Project specific mitigation measures, therefore, may need to be developed at the time specific development projects undergo environmental review.

- AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative could result in less, the same or more impacts to riparian vegetation depending upon future development and management of the Plan area. Since many of the proposed access and recreation facilities are included in existing adopted plans, the No Project alternative could also result in approximately the same project specific impacts as the proposed project. At a program level, no significant impacts can be determined due to the lack of information regarding the location, design and other characteristics of specific Parkway recreational facilities.
- AB Off-levee bike trail: Eliminating the recreational trail from the levee in the Pocket area (between Captain's Table and the Pocket Canal) and routing the trail onto surface streets and along the existing Pocket Canal bike trail will reduce project specific impacts to the remnant patches of riparian habitat that persist in this area. At a program level, no significant impacts can be determined due to the lack of information regarding the location, design and other characteristics of specific Parkway recreational facilities.
- AC Eliminating all Parkway facilities from the waterside of the levee would significantly reduce impacts to riparian vegetation since most of the riparian vegetation is located on the waterside of the levee. However, under this alternative private development of the waterward side of the levee could proceed. Although public uses would be theoretically be restricted on the waterside of the levee, existing park and levee crown

trail facilities would still be developed. This will allow the public to view the river from the levee crown, but this alternative would not provide developed accessways or facilities on the waterside. Overall, this approach may be theoretically beneficial to habitat lands on the waterside of the levee. None-the-less, there may also be habitat areas of some value on the landward side of the levee. At a program level, no significant impacts can be determined due to the lack of information regarding the location, design and other characteristics of specific Parkway recreational facilities.

MITIGATION 6.5-1 RIPARIAN HABITAT/RIVERBANK VEGETATION

No significant program level impacts can be determined due to the lack of information regarding the location, design and other characteristics of specific Parkway recreational facilities. At a program level, no mitigation is proposed. The reader should note however, that further project specific environmental review will be required prior to implementation of any of the recreational facilities contemplated by the Plan. At that time, project specific significant impacts may be identified and determined.

IMPACT 6.5-2 IMPACTS TO TREE RESOURCES/HERITAGE TREES

PP Construction of Parkway facilities as a result of implementation of the Parkway Plan may result in impacts to tree resources. Implementation of the Parkway Plan may result in construction of facilities such as multiuse trails and other recreation amenities. Therefore, there is the potential for impacts to trees either due to tree removal for trail alignment or as a result of general construction activities. The nature, location and extent of these activities at a program level is not known. Individual development projects will be required to undergo further environmental review to identify potential impacts to tree resources. Tree surveys will be done prior to any development project, and compliance with the City's Heritage Tree Ordinance (Ordinance no. 93-066) is required by the City on all development projects. Insofar as the Parkway Plan is a policy document, and existing regulations are in place to minimize impacts to tree resources, it not anticipated that there will be program level impacts.

AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.

AA2 The No Project (Existing Plans) Alternative has the potential to have the same or less impacts than the proposed project depending upon how development occurs in the absence of the Plan. Since many of the access and recreation projects that affect tree resources are also included in existing adopted plans, it is anticipated that impacts would be similar to the proposed project, or greater since Parkway resource protection policies would not be in place.

AB Off-levee bike trail: Eliminating the recreational trail from the levee in the Pocket

area (between Captain's Table and the Pocket Canal) and routing trail onto surface streets and along the existing Pocket Canal bike trail will potentially reduce possible cumulative project specific impacts to tree resources by reducing the amount of land subject to recreational development. None-the-less, since the location and design of potential facilities is not known, and since regulations are in place at the City to protect tree resources, at a program level, this alternative is estimated to have a less than significant impact.

- AC Removing waterfront development from the Parkway is likely to reduce cumulative project specific impacts to tree resources since most of the tree resources in the Parkway are located on the waterside berm of the levee. None-the-less, since the location and design of potential facilities is not known, and since regulations are in place at the City to protect tree resources, at a program level, this alternative is estimated to have a less than significant impact.

MITIGATION 6.5-2 TREE RESOURCES/HERITAGE TREES

With proper enforcement of the City's tree preservation policies, no program level impacts are anticipated, therefore, no additional program level mitigation is proposed. The reader should note however, that further project specific environmental review will be required prior to implementation of any of the recreational facilities contemplated by the Plan. At that time, project specific significant impacts may be identified and determined.

IMPACT 6.5-3 SPECIAL STATUS SPECIES - IMPACTS TO SWAINSON'S HAWK

- PP 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 area s 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.

- AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative has the potential to have the same or less impacts than the proposed project depending upon how development occurs in the absence of the

Plan. Because many existing plans call for development in the Parkway, this alternative may have an affect on Swainson's hawk nesting sites; therefore, there would pose a potentially significant impact.

- AB Off-levee bike trail: Eliminating the recreational trail from the levee in the Pocket area (between Captain's Table and the Pocket Canal) and routing trail onto surface streets and along the existing Pocket Canal bike trail will potentially reduce impacts to nesting Swainson's hawks in this area of the Parkway. This alternative will result in fewer impacts to Swainson's hawks than the proposed plan, but will still result in the potential for a significant impacts to occur in the remainder of the Parkway.
- AC Removing waterfront development would result in less impact to nesting habitat since most of the nesting trees are located on the waterside berm of the levee. However, there is still the potential to impact some nesting habitat and for construction activities disturb nesting of the hawks. The potential impact would be significant impact.

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 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 1/2 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.

IMPACT 6.5-4 SPECIAL STATUS SPECIES - VALLEY ELDERBERRY LONGHORN BEETLE (VELB)

PP 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.

- AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative has the potential to have the same or less impacts than the proposed project depending upon how development occurs in the absence of the Plan. Any development project taking place in the proposed Plan area, would have the potential for disturbance of elderberry bushes. Since development would continue to occur under existing plans, this No Project alternative may result in damage or removal of elderberry plants; therefore, there would be a potentially significant impact.
- AB Off-levee bike trail: Eliminating the recreational trail from the levee in the pocket area (between Captain's Table and the Pocket Canal) and routing trail onto surface streets and along the existing Pocket Canal bike trail will reduce the potential for impacts to elderberry bushes and to the VELB in this area of the Parkway. This alternative will result in fewer impacts to VELB than the proposed plan, but will still result in the potential for significant

impacts to occur in the remainder of the Parkway.

- AC This alternative would reduce impacts to riparian vegetation by limiting riverfront development. It is possible that elderberry habitat is also located on the landward side of the levee. As such, this alternative may have potential impacts to VELB habitat, but the impact is anticipated to be less than the proposed project. This alternative has a potentially significant impact on the VELB.

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.

IMPACT 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.

- PP 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.

- AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.
- AA2 Under the No Project (Existing Plans) access and recreational areas would be developed but would develop without the resource protection policies included in the Parkway Plan. As such, this alternative would have similar or potentially greater impacts to SRA habitats than the Proposed Project.
- AB Off-levee bike trail: Eliminating the recreational trail from the levee in the pocket area (between Captains Table and the Pocket Canal) and routing trail onto surface streets and along the existing Pocket Canal bike trail will reduce the potential for impacts to any remnants of shaded riverine habitat that exist in this area of the Parkway. This alternative will result in fewer impacts to this habitat type than the proposed plan, but the potential for significant impacts to occur in the other portions of the Parkway will remain.
- AC This alternative would not allow development from the waterward toe of the levee to the water's edge. With a Parkway guiding proper public use and access along the river, and with vegetation restoration but no increased public access, this alternative would have less of the adverse impacts and all of the beneficial effects to SRA as the Proposed Plan. As with the No Project Alternative, however, demand for river access may result in resource damage to sensitive areas from trampling of vegetation on the river bank. Some level of management would be in place in the Parkway which would provide for coordinated resource management and monitoring. This alternative will result in less-than-significant impacts to SRA habitat.

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).

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.

- PP 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.
- AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative could result in less, the same or more impacts to bank stability and soils depending upon future development and management of the Plan area. The No Project alternative could also result in approximately the same impacts as the proposed project since many of the facilities proposed in the Parkway Plan are also proposed in other development plans. For example, Urban Waterfront development areas in the Plan would still be developed under existing development plans. Therefore, this alternative may result in significant impacts to riparian habitat.
- AB Off-levee bike trail: Eliminating the recreational trail from the levee in the Pocket area (between Captain's Table and the Pocket Canal) and routing trail onto surface streets and along the existing Pocket Canal bike trail will reduce the potential for erosion to occur in this area of the Parkway. This alternative will result in fewer erosional impacts than the proposed plan, but the potential for significant impacts to occur in the other portions of the Parkway will remain.
- AC Lack of trail construction on the waterward side of the levee may result in compaction of soils and vegetation loss from uncontrolled public access. Overall, numbers of visitors will still be increased due to Parkway trails and picnic areas, therefore some potential for erosion will remain. However, this alternative will result in less than significant impacts by

eliminating major construction from the waterward side of the levee.

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.

IMPACT 6.5-7 - SPECIAL STATUS SPECIES (DELTA SMELT AND WINTER RUN CHINOOK SALMON)

- PP 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.
- AA1 The No Project (Existing Conditions) Alternative would not result in any change to the existing setting along the river. As such, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative could result in less, the same or more impacts to SRA habitat and water quality impacts from erosion depending upon future development and management of the Plan area. The No Project alternative could also result in approximately the same impacts as the proposed project since many of the facilities proposed in the Parkway Plan are also proposed in other development plans. For example, Urban Waterfront development areas in the Plan would still be developed under existing development plans. Therefore, this alternative may result in significant impacts to aquatic species.
- AB This alternative will have a significant impact on special status species, same as the proposed project.
- AC This alternative will have a less than significant impact on special status species since development will not take place on the water side of the levee.

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.

ENDNOTES

1. State Lands Commission, *Sacramento River Carrying Capacity*, August 1986. p. 92.
2. Kenneth Thompson, Department of Geography, University of California, Davis, *Riparian Forests of the Sacramento Valley*, University of California, Davis, Symposium, May 14, 1977.
3. Ibid.
4. Sacramento River Carrying Capacity Study, Op. Cit.
5. Update to Sacramento River Marina Carrying Capacity Study, performed by EIP Associates, 1991.
6. California Department of Fish and Game, Preliminary Descriptions of the *Terrestrial Natural Communities of California*, Robert F. Holland, Ph.D., October 1986.
7. Susan G. Conrad, Rod L. MacDonalds, Robert F. Holland, *Riparian Vegetation and Flora of the Sacramento Valley*, Departments of Botany and Agronomy and Range Science, University of California, Davis, Symposium, May 14, 1977.
8. California State Lands Commission, Op. Cit., p. 86.
9. David A. Gaines, *The Valley Riparian Forests of California: Their Importance to Bird Populations*, University of California, Davis, Symposium, May 14, 1977.
10. State Lands Commission, Sacramento River Greenway draft EIR
11. California Environmental Quality Act (CEQA), Section 15380.

12. City of Sacramento, Sierra Foundation DEIR, March 1992.
13. California Department of Fish and Game, Estep, J.A., *Biology, Movements, and Habitat Relationships of the Swainson's Hawk in the Central Valley of California*, 1986-87. 1989, p.43.
14. California Department of Fish and Game, *Mitigation Guidelines for Swainson's Hawk (Buteo swainsoni) in the Central Valley of California*, Draft 9/90.
15. U.S. Army Corps of Engineers, *Fisheries Handbook of Engineering Requirements and Biological Criteria*, Milo C. Bell, 1986.
16. California Department of Fish and Game, Nimbus Hatchery, personnel communication, October 23, 1991.
17. U.S. Bureau of Reclamation, *Sacramento River Service Area Water Contracting Program, Draft Environmental Impact Statement*, December 1988, p. 3G-5.
18. Op. Cit.

6.6 WATER QUALITY

6.6 WATER QUALITY

INTRODUCTION

This water quality evaluation includes a description of the Sacramento River water quality within the region, a discussion of the pollutants affecting water quality, an impact analysis and mitigation measures. These discussions will focus on potential impacts to water quality as a result of the implementation of the Parkway Plan.

Water quality influences the distribution and abundance of aquatic organisms and affects many other beneficial uses, such as drinking water, water for recreational, agricultural and industrial users. River water quality, temperature, nutrients and dissolved oxygen are important parameters for assessing water quality.

Water quality impacts due to public access trails and parking, urban waterfront development, marinas and construction activity in the Parkway may include sediment discharge, nonpoint source pollution and marina boat discharges and spills. In addition, the Plan does designate public recreation on the River as well as adjacent to the River which may contribute pollutants to the overall point and nonpoint source pollution. Water quality benefits as a result of riparian restoration and protection in the Parkway may include vegetative treatment of nonpoint source pollution, instream treatment and temperature moderation because of increased riverine shaded areas. These potential impacts and benefits will be discussed qualitatively in this chapter.

EXISTING SETTING

The Sacramento River is the largest river in California and has a total drainage area of approximately 26,300 square miles. The drainage area above I Street is approximately 23,500 square miles.

The Sacramento River is a source of agricultural irrigation and drinking water supply within the Sacramento River Parkway planning area. The quality of the river water through this planning area is generally considered excellent. The United States Geologic Service (USGS) gage (Id. 11447650) in Freeport monitors water quality. This location is downstream of the confluence of the Sacramento River and the American River and may not adequately represent the quality of water upstream.

The 1992 California Water Quality Assessment found that the Sacramento River water quality declines from Colusa Basin Drain to the Delta. Bioassay testing indicates significant toxicity associated with agricultural discharge from the Colusa Basin Drain. Fish tissue sampling indicate mercury levels high enough to warrant concern for human health and aquatic life. Mine runoff from abandoned Sierra-Nevada mines entering the tributaries of the Sacramento

River may be a source of the mercury.

Water Temperature. Water temperature contributes to the biological quality of the water by influencing the timing of aquatic species development and biological productivity. It is particularly important in determining the survival of fish eggs, larvae and juveniles. Ambient air temperature, the temperature of water released from reservoirs, river flow rates and streamside vegetation strongly affect water temperature. Salmon fry survival depend on temperatures not exceeding 25 degrees Celsius. The USGS gage Id. 11447650 provides data from June 1960 through the present:

**TABLE 6.6-1
SACRAMENTO RIVER AT FREEPORT
MAXIMUM DAILY TEMPERATURE (° CELSIUS)
(1962-1990)**

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Max | 11.8 | 14.5 | 17.7 | 20.0 | 23.0 | 25.2 | 26.4 | 26.5 | 27.0 | 22.4 | 17.2 | 13.5 |
| Min | 5.0 | 5.0 | 7.8 | 9.4 | 11.7 | 13.9 | 18.3 | 19.4 | 15.5 | 11.5 | 8.3 | 4.6 |
| Avg | 8.4 | 9.7 | 11.8 | 14.4 | 17.8 | 20.5 | 21.7 | 21.7 | 20.0 | 16.9 | 12.5 | 9.3 |

**TABLE 6.6-2
SACRAMENTO RIVER AT FREEPORT
MINIMUM DAILY TEMPERATURE (° CELSIUS)
(1962-1990)**

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| Max | 11.7 | 14.0 | 16.7 | 19.0 | 22.5 | 24.1 | 25.3 | 25.5 | 25.4 | 21.0 | 16.5 | 12.0 |
| Min | 5.0 | 4.5 | 7.8 | 9.4 | 11.1 | 13.9 | 18.3 | 18.9 | 15.0 | 11.0 | 8.3 | 4.4 |
| Avg | 8.1 | 9.4 | 11.5 | 14.0 | 17.3 | 20.0 | 21.2 | 21.3 | 19.6 | 16.5 | 12.2 | 9.0 |

Sediment. Sediment is made up of particles of organic and inorganic matter entering the river from streambank, channels and tributaries. Eroding soil and decomposing plant and animal wastes are natural sources of sediment. Human activity that can increase the influx of particulate material include disturbance of the land surface, as in farming, residential construction and road construction. Grading and construction result in increased erosion and increased transportation of sediment into streams. Certain construction activities can result

in transportation of pollutants from construction areas to nearby surface water bodies. The degree of construction related impacts to surface water quality is dependant upon the timing of various construction activities. Construction during the rainy season (October 1 to April 30) maximizes sediment and other pollutant levels that could degrade water quality. The short-term effect that construction has upon water quality is also dependent upon the implementation of proper disposal practices. Long-term impacts to surface water and groundwater quality occur as a result of industrial, community, and residential development.

High concentrations of particulates may clog the gills of fish and reduce the penetration of sunlight. The settling of suspended material may smother benthic animals and modify the behavior of other aquatic organisms. Particulates can influence the bioavailability and toxicity of chemical pollutants depending on grain size and organic carbon content.

The Sacramento River transports a relatively high amount of sediment. Sediments in nearly all parts of the estuary exhibit slightly elevated pollutant concentrations with the highest concentrations in peripheral areas of harbors, marinas and industrial waterways. The USGS gages at Freeport and Sacramento (Id. 11447500) are reported as one continuous record from 1956 to the present:

Maximum Daily Mean Sediment Concentration: 1,960 mg/l - December 24, 1964
Minimum Daily Mean Sediment Concentration: 4 mg/l - March 16, 1988; December 25, 1989; May 5, 1990

Maximum Daily Sediment Load: 525,000 tons - December 24, 1964
Minimum Daily sediment Load: 58 tons - May 5, 1990

Nutrients and Oxygen. Although nutrients are essential for the sustaining aquatic plants and animals, high amounts may cause eutrophication, or degradation of the water quality. Nutrient concentration are highest in winter and lowest in summer although they do not pose a threat to overall river ecosystem.

Nearly all species of aquatic plants and animals need oxygen. Oxygen concentrations are lowered by plant and animal respiration, chemical oxidation, and bacterial decomposition of organic matter. Oxygen depletion does not adversely affect Sacramento River beneficial uses.

Pollutants. Substances that adversely affect the physical, chemical and biological properties of the environment are known as pollutants. Pollution is an alteration of the quality of waters of the state by waste to a degree which unreasonably affects (1) such waters for beneficial uses or (2) facilities which serve such beneficial uses (State Water Code §13050[1]. Pollution may include "contamination," an impairment of the quality of the waters of the state by waste to a degree which creates a hazard to the public health through poisoning or through the spread of disease (SWC §13050[k]).

To satisfy several federal Clean Water Act requirements, the State Water Resources Control Board categorizes each of the state's waterbodies as good, intermediate, impaired, or unknown and reports this information in the California Water Quality Assessment (WQA). This catalog of waterbodies and their water quality condition is compiled from the nine Regional Water Board's adopted WQAs between November 1991 and March 1992.

The City of Sacramento monitors water quality constituents in conjunction with its water supply intakes. The California Central Valley Regional Water Quality Control Board water quality objectives are shown on Table 6.6-3.

**TABLE 6.6-3
WATER QUALITY OF SACRAMENTO RIVER, CA
(1970 - 1985¹)**

| Parameter ² | Sacramento River at Sacramento | |
|----------------------------------|--------------------------------|---------|
| | Range | Average |
| Hydrogen Ion (Ph) | 6.8 - 8.3 | 7.5 |
| Conductance (uhmos/cm) | 110 - 270 | 150 |
| Temperature (°C) | 5 - 24 | - |
| Dissolved Oxygen | 6.5 - 13.5 | - |
| Calcium | 2 - 20 | 12 |
| Manganese | 2 - 12 | 7 |
| Sodium | 2 - 30 | 12 |
| Potassium | 0 - 2 | 1.5 |
| Bicarbonate | 35 - 120 | 85 |
| Sulfate | 4 - 18 | 10 |
| Chloride | 1 - 20 | 10 |
| Nitrate | 0 - 1 | 0.5 |
| Silica dioxide | 5 - 23 | 20 |
| Hardness (as CaCO ₃) | 25 - 100 | 70 |
| Turbidity (NTU) | 8 - 100 | 13 |
| Total Dissolved Solids | 40 - 200 | 110 |

¹ Source: Metcalf and Eddy 1985 (In: City of Sacramento 1987)
² All parameters in mg/l unless otherwise indicated.

Point source pollution. Point sources of pollution (discharges to water from pipes, ditches and combined storm and sanitary sewers) are regulated through permits issued by the state. The permits contain limits on the amount and types of pollutants that may be discharged.

Nonpoint sources of pollution are primarily addressed through programs at the state and local levels of government.

Non-point source pollution. Nonpoint sources (NPS) enter waterways generally as runoff from widespread areas, e.g. crop lands and orchards, urban streets and channelization or streambank modification. Urban land use and human activities upstream contribute to pollution levels in the river. The number of and discharge from storm water runoff and wastewater treatment plants increase as agricultural and wild lands are converted to development. Recent fish kills have been attributed to the City of Sacramento's stormwater runoff. When rains wash streets and buildings, the rinse water carrying toxins, particularly accumulated oil and grease, heavy metals and pesticide residues flows to the storm drains, ditches and channels.

There are varied concentrations of pollutants carried in urban runoff. The pollutant concentration of urban runoff is typically highest during the first major rainfall event after the dry season. This event is known as the "first flush". The "first flush" can carry a variety of accumulated pollutants. Oil, grease, heavy metals, sediment, pesticide residues, and fecal coliform bacteria from roadways, parking lots, rooftops, and other surfaces are the primary pollutants in urban runoff. Runoff is most commonly deposited into waterways next to paved surfaces. Pollutant concentrations in urban runoff are extremely variable and are dependent upon storm intensity, land use, elapsed time since the previous storm, and the volume of runoff.

Marine Sewage Disposal. Commercial and recreational vessels have historically discharged sewage and contributed other pollutants to the Sacramento River. This effluent can be source of coliform bacteria, toxic soap residues, biochemical oxygen-demanding substances, suspended solids, oil and grease and nutrients. Raw sewage disposal into U.S. waters is prohibited by the Federal Water Pollution Control Act of 1972. Although all marine vessels are required to pump out wastes at approved facilities there is an unknown amount that continues to be discharged to the river.

Most large vessels that sail the Sacramento River have Marine Sanitation Devices usually consisting of Type III system holding tanks. These system are holding tanks which will hold the sewage on board the vessel until it can be pumped out using an on shore pumpout system. Small boats, primarily for recreational purposes such as fishing, water skiing and general pleasure boating use the Sacramento River waterway extensively.

The State Lands Commission Sacramento River Marina Carrying Capacity Study (1986) found that the greatest proportion of human sewage from boats was being discharged into the Sacramento River, primarily due to the shortage of pump out facilities. For example, the Marina Inventory conducted in October 1987 for the De Rosa Marina Environmental Impact Report indicates that there are only two sewage pumpout facilities within the Reach 1-3 area (De Rosa Marina FEIR (1989), p. 4-33). Reach four does not contain any sewage pumpout facilities. The State Lands Commission Sacramento River Marina Carrying Capacity Study

concluded that the greatest proportion of human sewage from boats was being discharged into the Sacramento River, primarily due to the shortage of pumpout facilities (State Land Commission (1986), pps. 117-118).

Fueling Activities. When boats are refueling at marina facilities or when owners fuel their boats with fuel cans, spills can occur. Catastrophic spills or undetected leaks can occur at a marina onsite fuel tank or on board a boat

Litter. Plastic cups, bottles and other forms of litter contribute to a significant litter problem. The SLC Carrying Capacity Study estimated that 3,000 pounds of litter was distributed throughout the study area over a peak July weekend.

REGULATORY BACKGROUND

Clean Water Act The Clean Water Act (CWA) of 1972 and amendments provides the basic framework for federal and state programs to regulate point and nonpoint sources of pollution. The objective of the CWA is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

National Estuary Program Section 320 of the CWA established the National Estuary Program administered by the Environmental Protection Agency to develop the San Francisco Estuary Comprehensive Conservation Management Plan (CCMP) approved in 1994 by Governor Wilson and the EPA Administrator. This plan applies to the "estuary basin" including the four major embayments of the San Francisco Bay system and their immediate watersheds, and lands and waters of the Sacramento-San Joaquin Delta, as delineated by Section 12220 of the State Water Code. Thus portions of the Parkway are within the designated estuary.

The Coastal Zone Management Act The Coastal Zone Management Act as reauthorized (CZMA) requires nonpoint source pollution management plan for those waters that contribute to the coastal marine environment's health. The Coastal Commission and the State Water Resources Control Board have convened task forces to develop watershed management plans to address the CZMA requirements. The Sacramento River is a significant river basin in the watershed.

State of California Authorities: The California Environmental Protection Agency State Water Resources Control Board has water quality standards that are required by Section 303 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. The Water Quality Control Plan, or Basin Plan, prepared by the Regional Water Quality Control Board has established water quality standards and objectives for the Sacramento River and its tributaries. These standards are in keeping with the State of California standards. In cases where the Basin Plan does not contain standard for a particular pollutant, other criteria are used to establish a standards. Other criteria may be applied from the State Water Resources Control Board documents (e.g., the Inland Surface Waters Plan, and the Pollutant Policy

Document) or from EPA water quality criteria developed under Section 304(a) of the Clean Water Act.

National Pollutant Discharge Elimination System (NPDES) permits from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act seek to reduce pollutants found in urban storm water runoff. The Federal Environmental Protection Agency (USEPA) requires construction projects exceeding five acres to obtain an NPDES Stormwater Permit before commencing construction. The State of California has adopted a general permit that must be obtained by affected projects to satisfy the USEPA requirement.

The State of California Department of Water Resources has water quality standards that are required by Section 303 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. The Water Quality Control Plan, or Basin Plan, prepared by the Regional Water Quality Control Board has established water quality standards and objectives for the Sacramento River and its' tributaries. These standards are in keeping with the State of California standards. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria are used to establish a standard. Other criteria may be applied from State Water Resources Control Board documents (e.g., the Inland Surface Waters Plan, and the Pollutant Policy Document) or from EPA water quality criteria developed under Section 304(a) of the Clean Water Act.

City of Sacramento National Pollutant Discharge Elimination System Permit (NPDES):

The City of Sacramento has obtained a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board under the requirements of the Environmental Protection Agency and Section 402 of the Clean Water Act. The goal of this permit is to reduce pollutants found in urban stormwater runoff. The Federal Environmental Protection Agency (EPA) requires construction projects exceeding five acres to obtain an NPDES Stormwater Permit before commencing construction. The State of California has adopted a general permit that must be obtained by this project to satisfy the Federal EPA requirement. Therefore, no construction is allowed to begin until the state general permit is obtained by the developer. This general permit requires the permittee to employ "Best Management Practices" (BMP's) before, during, and after construction. The City has a list of BMP's necessary to accomplish the goals of this permit. The primary objective of the BMP's is to reduce nonpoint source pollution into waterways. These practices include structural and source control measures for residential and commercial areas, and BMP's for construction sites. Components of the BMP's include:

- Maintenance of structures and roads
- Flood control management
- Comprehensive development plans
- Grading, erosion and sediment control ordinances
- Inspection and enforcement procedures
- Educational programs for toxic material management

- Reduction of pesticide use
- Site specific structural and non-structural control measures

BMPs are approved by the City's Department of Utilities before beginning construction (The BMP document is available from the Department of Utilities, Engineering Services Division, 5770 Freeport Boulevard, Suite 100,, Sacramento, California).

All grading activities associated with site development within the City of Sacramento are also required to follow the Grading Permit requirements defined in the City's Grading, Erosion and Sediment Control Ordinance (GESC) (Ordinance 93-068). The City's GESC Ordinance defines the requirements for grading plans, erosion and sediment control plans, housekeeping practices as well as standards for cuts, fills, setbacks, drainage and terracing, and erosion control. These requirements ensure that development sites are graded such that new topography makes a smooth transition to existing adjacent topography. The City Ordinance includes grading techniques that control excessive runoff during construction. Developers are required to carry out dust and soil and sediment erosion control measures before, during, and after the construction phase of development. Implementing accepted dust control practices, revegetating or covering exposed soils with straw or other materials, constructing ingress/egress roads and adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways, covering trucks containing loose and dry soil, and providing interim drainage measures during the construction period are measures are intended to minimize soil erosion and fugitive dust emissions so that a less-than-significant impact upon water quality results from site development.

Post-construction BMP's as approved by the Department of Utilities for the long term enhancement of stormwater run-off will be implemented.

IMPACT ASSESSMENT METHODOLOGY AND STANDARDS OF SIGNIFICANCE

CEQA defines a significant effect on the environment as a substantial, or potentially substantial, adverse change in the physical conditions within the area affected by the project. Appendix G of the CEQA Guidelines lists several hydrology-related impacts that normally would be considered significant. These include: substantially degrading water quality; contaminating a public water supply; substantially degrading or depleting groundwater resources; interfering substantially with groundwater recharge; or causing substantial flooding, erosion or siltation. For purposes of this EIR, impacts to water quality are considered significant if they violate water quality objectives as set by the Regional Water Quality Control Board. These are shown in Table 6.6-4:

TABLE 6.6-4 WATER QUALITY OBJECTIVES FOR SACRAMENTO RIVER¹

| Parameter | Water Quality Objective |
|--|--|
| Turbidity (Jackson Units) and Color | No increase beyond natural background levels Less than or equal to 10 JTU |
| Bottom Deposits | None, other than of natural causes |
| Floatables, Oil and Grease | No visible effects other than of natural causes |
| Odors | None, other than of natural causes |
| Pesticides | No individual pesticides or combination of pesticides shall reach concentrations found to be deleterious to fish and wildlife; no increase in pesticide concentrations over background levels in indigenous aquatic life |
| Hydrogen ion concentration (pH) | No significant change in normal ambient value; shall not be depressed below 6.5 units or raised above 8.5 units as a result of waste discharge, except Goose Lake |
| Biostimulants | No substance will be added which produces aquatic growths in the receiving waters to the extent that such growths cause nuisance or damage to any of the beneficial water uses |
| Bacteria | As recommended by the California State Department of Health |
| Temperature | Waters shall remain free from adverse temperature changes resulting from waste discharge or other activities of man |
| Dissolved Oxygen (DO) | Median shall not fall below 85 percent of saturation in main water mass and the 95 percentile concentration shall not fall below 75 percent of saturation; dissolved oxygen at any location shall not fall below 5 mg/l (7 mg/l in waters above 1000 feet in elevation) at any time due to waste discharges; when natural factors cause lesser concentrations, then controllable factors shall not cause further reduction |
| Turbidity (Jackson Units) and Color | No increase beyond natural background levels Less than or equal to 10 JTU |
| Total Dissolved Solids (TDS) | Shall not exceed 125 mg/l |
| Trace Constituents or Toxicity | No substance which will produce deleterious effects upon beneficial uses shall be discharged to receiving waters |
| ¹ Source: Regional Water Quality Control Board. 1978. Water Quality Control Report: Sacramento River Basin, Sacramento-San Joaquin Delta Basin (5B), and San Joaquin Basin (5C). Volume One. Central Valley Region. Sacramento, CA. | |

IMPACTS AND MITIGATION MEASURES

IMPACT 6.6-1 RUN-OFF AND EROSION FROM PUBLIC ACCESS ROUTES AND PARKING

PP 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.

- AA1 The No Project (Existing Conditions) Alternative, would not result in any change to the existing environment, therefore no impact results.
- AA2 The No Project (Existing Plans) Alternative may have significant impacts, similar to the proposed project insofar as the facilities proposed in the Parkway Plan are also included in existing adopted plans. However, because existing plans do not include comprehensive river resource protection policies, this alternative would not have the same oversight and coordinated provided by the Parkway Plan. Thus this alternative may result in significant impacts.

- AB This alternative would re-route the proposed levee bikeway in the Pocket Area. This may result in a small reduction in the amount of impervious bikeway area. However, the reduction is relatively small and the alternative is estimated to have approximately the same impact as the proposed project.
- AC This alternative would eliminate parkway development on the riverside of the levee crown and as such, would decrease the potential runoff from public access and parking slightly. However, since most of the Parkway designated uses are at top of crown landward, this alternative overall has the same impacts as the Proposed Project.

6.6-1 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. 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.

- PP 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.
- AA1 The No Project (Existing Conditions) Alternative, would not result in any change to the existing environment, therefore no impact results.
- AA2 The No Project (Existing Plans) Alternative may have significant impacts the same as the proposed project insofar as the facilities proposed in the Parkway Plan are also included in existing adopted plans. However, because existing plans do not include comprehensive river resource protection policies, this alternative would not have the same oversight and coordinated provided by the Parkway Plan. Thus this alternative may result in significant impacts.
- AB Construction impacts would remain nearly the same as in the Proposed Project.
- AC Construction impacts would be reduced slightly by limiting trails and recreational facilities on the water side of the levees.

MITIGATION 6.6-2 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 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 6.6-3 WATER QUALITY - MARINAS AND MARINE VESSELS

The Parkway Plan does not propose marinas or boating facilities. No impact is therefore anticipated from the proposed plan or alternatives.

MITIGATION 6.6-3 - MARINAS AND MARINE VESSELS

No significant impact identified, therefore no mitigation required.

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.

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, 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.

ENDNOTES

City of Sacramento Planning And Development Department, Draft Environmental Impact Report: Sierra Foundation Center. March 1992.

Environmental Protection Agency, Office of Water, National Water Quality Inventory: 1988 Report to Congress, April 1990.

San Francisco Estuary Project, State of the Estuary: a report on conditions and problems in the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, June 1992.

State Water Resources Control Board, California Environmental Protection Agency, Water Quality Assessment, May 18, 1992.

6.7 HYDROLOGY

6.7 HYDROLOGY

INTRODUCTION

The proposed project is located along the Sacramento River within the city limits of Sacramento. The boundaries of the project area are generally 10 feet landward of the river levee toe out to the river's edge although parks and other upland public lands are included in some areas. Development of the Parkway may result in an increase in impervious surface and generally more activity along the riverfront which have the potential to impact the hydrology, and drainage along the Sacramento River. This section describes the impacts of the proposed Sacramento River Parkway Plan on the hydrology, and drainage of the Sacramento River. Mitigation measures are identified to reduce these impacts.

SETTING - HYDROLOGY

The watershed of the Sacramento River includes a vast area of mountains, piedmont plains, the lowlands of the Central Valley, and the intertidal wetlands of the San Francisco Estuary including the delta of the San Joaquin and Sacramento Rivers. Historically, about 30 percent of this entire watershed experienced flooding that lasted long enough to sustain marsh vegetation. The wetlands of the Sacramento Valley generally included the broad, shallow depressions on either side of the natural levees that were built up along the river. These levees, built up through thousand of years by deposition of fine sediment material, reached 3 to 5 miles wide upstream of Knights Landing. The average width, however, was less than a mile. The levee banks were from 1 to 4 feet above mean water level in the delta and as much as 10 and 20 feet further upstream. These natural levees have played an important role in settlement within the Parkway area especially.

Historic Perspective of the River and its Waters

The Sacramento River is the largest river in California with a watershed of approximately 26,300 square mile area. Prior to the construction of levees and dams, a large part of the Sacramento Valley was subject to periodic if not annual flooding. The flood plain within the valley varied from 2 to 30 miles in width and extended a distance of about 250 miles from Red Bluff to the mouth of the Sacramento River, an area in excess of 1 million acres. Precipitation and snow melt in the mountains within the watershed governed the timing and amount of river flow, sometimes extending through the summer. These flood periods were often contrasted with very low late summer flows.

Historically, the lower river was a transition zone for the Sacramento River system, as it changed from a strictly fluvial ecosystem to a tidally influenced basin of marshes and

waterways. The Parkway Plan area is within the portion of the river channel that was sinuous in form, winding through thick riparian forests growing on either side. The channel was confined at lower flows by the natural levees created by river deposition. These natural levees averaged 2-3 miles wide, and up to 15 feet in height. While the natural levees were high enough to support riparian trees and shrubs, they did not prevent frequent overtopping floods.

Since about 1850, a number of hydrological, geomorphic, and environmental changes have occurred, including the construction of dams, water diversion, urban development, levees, bank protection measures, stream gravel removal, and hydraulic mining in the mountains. These changes have had far-reaching effects on the river's hydrology and natural characteristics of its banks.

The Sacramento River Flood Control Project, dating from 1914, includes a network of levees, weirs, and bypasses. One of its original purposes, in addition to flood protection, was to scour out excess sediments washed down by hydraulic mining, which choked the lower river. As a consequence of the flood control project, the river channel within the Parkway Plan area has increased water velocities scouring the river deeper and wider. The river continues to erode its banks in the lower river, which has led to the need for bank armoring, chiefly by quarried rock, termed riprap.

Existing Setting

Currently the typical profile of the river in the Parkway Plan Area includes a steep slope, extending about 20 feet above the water surface to the top of a bank; a narrow flat berm or "terrace", 50 to 150 foot wide (in places up to 500 feet); and a constructed levee rising further. Between the top of the banks, the river averages 500 feet wide within the Plan Area. In many places, there is no berm, and the levee slope forms the riverbank, extending directly from the levee crown to the water's edge.

Along many stretches of the riverbank, rip-rap has been placed on the banks, generally extending from a few feet below the top of the levee down to well under the water's surface. Berms may be covered with riparian vegetation, or may have been cleared or developed for houses, commercial dwellings, or other intensive uses.

The constructed levees are much narrower but higher than the natural levees were. Levees were constructed to be a certain amount higher (the freeboard) than the "design flood" elevation. In the Parkway reach, the levee heights relative to the design flood elevations varies greatly. At Freeport, the levee crowns are 30-31 feet MSL and the original design elevation was 25 feet MSL, with a comfortable 5-foot freeboard. In the center of the Parkway, about River Mile 59-60, levee heights range from 28 feet to 47 feet, with a design elevation of about 26 feet. Levee slopes are generally maintained to be free of woody vegetation.

Upstream dams are used to regulate flood flows as well as provide water supply. The major dams in the Sacramento system include the great Shasta Dam on the Sacramento mainstem, Oroville Dam on the Feather River, New Bullards Bar Dam on the Yuba River, and Folsom Dam on the American River. Regulated flows from the dams have resulted in higher summer water flows and lower winter flows (except in extraordinarily high water years), than was present historically.

Flood Hydrology

The large dams, especially Shasta are designed to capture large volumes of water as the result of intense winter rain, snow melt and runoff from the saturated watershed. During these conditions, releases from Shasta are confined within the leveed floodway of the Sacramento River. At higher flood levels, water is diverted into the Sutter Bypass, through a confined channel, and then carried to the confluence of the Sacramento and Feather Rivers. At this point, high flow waters pass into the Yolo Bypass via Fremont Weir.

When the combined flow of the Sacramento and Feather Rivers and the Sutter Bypass exceed approximately 70,000 cfs, excess waters flow into the Yolo Bypass through Fremont Weir. Gates at the Sacramento Weir are opened when flows at the I Street Bridge exceed 27.5 feet or about 94,000 cfs, thereby releasing water into the Yolo Bypass. During high flow on the American River, water levels are highest at the confluence of the Sacramento, causing reverse flows up to 3 miles north at the Sacramento Weir, and waters to flow into the Yolo Bypass.

The Sacramento River Flood Control Project originally planned the river corridor between the levees (up to the design freeboard) to carry a flow of 107,000 cfs near Verona (River Mile 79.5); 110,000 cfs at I Street (River Mile 60) and at Freeport (River Mile 46). At Sacramento, the maximum experienced from the period 1949-1979 was 104,000 cfs, with the average being approximately 23,584 cfs. In the extreme high water event in February 1986, the peak at I-Street was 115,000 cfs and at Freeport it was 117,000 cfs. The design freeboard for river levees in the Parkway reach was 3 feet, but the 1986 actual freeboard ranged from only 1 foot to over 8 feet. In many places the levees were close to being overtopped. (Corps, 1992 - Sac Metro)

Prior to 1986, it was believed that urban Sacramento's 110 mile levee system was sufficient to withstand at least a 100 year flood. In February 1986, record peak flows at certain recording stations were reported along the Sacramento River. The Sacramento River experienced the highest stage ever recorded. At the I Street Bridge near Old Sacramento, 117,000 cubic feet per second (cfs) flows were experienced, in a system designed to handle 110,000 cfs. As a result of the 1986 flood, the U.S. Army Corps of Engineers (COE), began a re-evaluation and analysis of the levees and protection systems relative to 100 year flood protection. (A 100 year flood, is a flood of such a magnitude that there is statistically a 1% chance of its occurrence in any given year. It is one of the main standards of protection used for evaluation of flood risk). As a result of the COE evaluation, it was

determined that the magnitude of a 100 year flood event on the Sacramento and American River systems was much larger than previously determined, and that the existing flood control system offered substantially less than 100 year flood protection. For example the levees in the Natomas area (City and County of Sacramento) currently provide 70-year protection.

Following the COE evaluation, the Federal Emergency Management Agency (FEMA) and the COE remapped the 100 year flood maps for the Sacramento area. New maps were issued in 1989. The results were that major portions of Sacramento previously believed to be outside 100 year flood risk, are now considered within the 100 year flood plain.

Subsequently, the Corps, Sacramento Area Flood Control Agency, the State Reclamation Board (DWR) and the Cities of Sacramento and West Sacramento have been pursuing the improvement of flood protection in the area, primarily through structural upgrades of selected levees and levee setbacks where feasible. Improvements to many levees within the Parkway were completed in 1992 by the Corps and State Reclamation Board. These included insertion of a "cutoff wall" within levees to form an impervious core and the addition of stability berms to the landside of lower levee slopes. About 10.5 miles of levees were repaired with cutoff walls in the Greenhaven/Pocket area; and about 22 miles had stability berms added, done in the rural areas of Natomas and West Sacramento. It should be noted that these improvements only brought levees up to the original design, to repair previous damage and degradation. In many cases the levees still give less than 100-year protection.

The Sacramento River within the Parkway Plan area is a federal-state flood control project, and the entire corridor between the levees, including channel, banks, berms, and levee slopes is considered as the flood project floodway. The Parkway Plan area between the levees is subject to flooding up to the design freeboard near the levee crown. In addition, until all flood control improvements in the entire region are in place, giving at least 100-year protection to all areas outside the levees, flooding could affect Parkway Plan areas located outside of the levee system as well as within.

As noted in the "Historic Perspective" section, 40 percent of the Sacramento Valley was subject to flooding with the major areas of "swamp" occupying bands of from 1 to 9 miles beyond the backslopes of the Sacramento River's natural levees. Of the 1 million acres of flood-plain that historically covered the valley, including 400,000 to 500,000 acres of marshlands, approximately 750,000 has been claimed for farming or development protected with flood control levees, flood bypass channels and upstream damming.

Flood Control System

The Sacramento River Flood Control System protecting the City can be divided into two independent elements divided by the American River confluence. The northern area includes that portion of the Natomas Basin within the City limits; the southern portion includes Downtown, Old Town, South Sacramento and the Pocket Area.

- A. Natomas Area - That portion of the City of Sacramento within the Natomas Basin is protected from flows on the Sacramento by a series of levees along 1) the east side of the Sacramento River; 2) south side of the Natomas Cross Canal; and 3) easterly side of the Natomas basin which hold back flows from the NEMDC in Sacramento County and the Pleasant Grove Creek Canal in Sutter County.
- B. South Area - In the area south of the American River; Downtown, Old Town and Pocket areas are provided flood protection from the Sacramento River by an existing river wall and levee which extends south from the American River confluence beyond the city limits.

The flood control system which protects the City of Sacramento is operated and maintained in part by one of four agencies. They are:

- 1) City of Sacramento;
- 2) State of California Department of Water Resources;
- 3) American River Flood Control District; and
- 4) Reclamation District 1000

The City of Sacramento is responsible for operating and maintaining the existing levee and flood wall system on the east bank of the Sacramento River from its confluence with the American River to Sutterville Road. The State of California through the Department of Water Resources created Maintenance District No. 9 to maintain the Sacramento River levee south from Sutterville Road to the south city limits. The American River Flood Control District (ARFCD) is responsible for the operations and maintenance of the existing American River levees from the river's confluence with the Sacramento River to its terminus with Mayhew drain. Reclamation District 1000 is responsible for operation and maintenance of the levees surrounding and protecting the Natomas Basin. These include the north levee of the American River from its confluence with the Sacramento River up to the Natomas East Main Drain Canal (NEMDC). The entire east levee of the Sacramento River from the American River up to the mouth of the Natomas Cross Canal, the south levee of the Natomas Cross Canal, the Pleasant Grove Creek Canal levee as well as the west levee of the NEMDC.

Levee Management

The majority of Sacramento River levees are protected under a cooperative agreement established under the Flood Control Act of 1936 between the Corps and the State Reclamation Board. The Corps is responsible for design and contracting for construction; and the Reclamation Board is responsible for providing the land and maintenance. There are numerous smaller reclamation districts within the Parkway area which are responsible for the maintenance. They are as follows: North of Sacramento on the east bank falls under Reclamation District (RD) 1000; the west bank north of Sacramento and to West Sacramento is maintained by RD 1600, RD 827, RD 785, and RD 537; south of Sacramento on the west

bank includes Reclamation Districts 900, 999, 765, and 307. South of Sacramento on the east bank, the levees are maintained by the City of Sacramento except for Maintenance Area 9 which is maintained by the Department of Water Resources.

Maintenance practices of these agencies varies widely. However, the Corps and the State Reclamation Board have overall regulations and policies which direct the maintenance of levees, as well as control the installation of any structure or vegetation on or in the levees.

A primary component of levee maintenance is based on the ability to adequately inspect levee structure and security at all times. Visibility during flood periods is especially important so that the need for emergency repairs may be ascertained quickly. During a flood event, unimpeded access is also critical, so levee maintenance is also directed at maintaining access.

Levee maintenance takes its direction from the original Corps of Engineers Operations and Maintenance directives for the federal flood control project, which calls for the levee slopes to be kept clear of woody vegetation. Typically, local Reclamation Districts comply with Corps policies by aggressive vegetation control on the levee slopes as well as a 10-foot maintenance right-of-way which must be kept at the waterside and landside toes of the levee. Vegetation control is achieved by burning, spraying, mowing or discing.

The control of and management of vegetation is a critical element of levee maintenance. On the other hand, levee vegetation potentially can have important ecological or aesthetic values. Because of these factors, the State Reclamation Board has developed separate standards for planting and maintaining appropriate vegetation. These standards have been published by the Reclamation Board in the "Interim Guide for Vegetation on Flood Control Levees" (1988).

Under current State policies, trees are not permitted on standard-sized levees, but may be allowable on over-sized levees under specified conditions of tree size, pruning, and spacing, among other safety considerations. Single-clump shrubs are allowed, and herbaceous ground covers are encouraged, on levees of any dimension. All vegetation must be maintained such that levee inspection or repair is not impeded.

Reclamation Board policies with regard to vegetation address what is allowable, and is primarily addressed toward residential lots which include levee slopes. The vegetation guidelines do not necessarily compel local maintaining agencies to allow or plant woody vegetation on areas under their management, and most of the rural levees in the Parkway Plan area choose not to allow woody vegetation.

There may be opportunities for increasing vegetation within the flood control project in the future as the Corps and the Reclamation Board are undertaking several reevaluations of the Sacramento River Flood Control System. These studies include evaluating the safety of vegetation in rock riprap; Design Memorandum 7, which is rethinking the current program of riprapping for bank protection; and the Reclamation Board's February 1994 Resolution asking the Corps to evaluate the conversion of the Sacramento River Flood Control system

to a multi-objective river management program.

REGULATORY BACKGROUND

State Reclamation Board

The State Reclamation Board regulates activities on the Sacramento River levees to ensure that adequate flood protection is maintained and to prevent any encroachment or activity that would adversely affect the capacity, operation, or maintenance of the flood control works. The Board issues Encroachment Permits for activities on levees. The Board has adopted levee maintenance guidelines.

Under the State Water Code, DWR is responsible for maintaining the levee system including vegetation unauthorized structures or grading. The Corps sets design, construction, and operation standards and procedures for all federal flood control projects.

Local Reclamation Districts and DWR (for Maintenance District Area 9)

Local Reclamation Districts have been formed to maintain levees that are not maintained by the Corps. These districts are subject to Reclamation Board regulations and standards, receive technical assistance from the Reclamation Board which is staffed by DWR, and subvention fees.

Levee Maintenance Responsibility

The U.S. Army Corps of Engineers (Corps) is responsible for flood control planning and design, construction, and maintenance of flood control structures at the federal level, including the extensive Sacramento River Flood Control Project (SRFCP). The Corps also administers the issuance of permits under Section 404 of the Clean Water Act. Conditions for permits may include creation of at least 1 acre of wetlands for every acre filled or enhancement of existing wetlands. Examples of wetland mitigation areas are located near Elkhorn Slough.

The Corps has taken a more active role in planning and development of habitat restoration and enhancement projects such as the habitat restoration on Caltrans property adjacent to the I-80 causeway. The Corps participates in a number of flood control projects in the region, including the Lower American River levee stabilization project, the Yolo Bypass flood management and the SRFCP.

City/County of Sacramento Flood Plain Management and Land Use Controls

The majority of the Parkway Planning area is identified as either "floodway" or "flood plain" by the Federal Emergency Management Agency (FEMA). FEMA provides flood insurance to jurisdictions that meet the criteria for participation in its program. The program was

initiated to encourage better flood plain management and reduce damages in flood-prone area. To identify flood-prone areas, FEMA requires delineation of a 100-year flood plain, which is then subject to regulation. FEMA also identified "floodways" that are defined as the portion of the flood plain which is required to convey the 100-year peak flow with no more than a one-foot increase in the computed water surface elevation. The majority of the Parkway Planning area is designated either a "floodway" or "floodplain" by FEMA and as such, is subject to flood risk.

In order to reduce flood risks, the City and County formed the Sacramento Area Flood Control Agency (SAFCA) whose purpose is to coordinate a multi-jurisdictional effort to increase flood protection for the Sacramento area. Working in conjunction with the U.S. Corps of Engineers, the Reclamation Districts and others, a series of improvement projects and options have been identified. Among them is the levee stabilization project recently completed along the Sacramento River. This project will stabilize the existing levees along a 32 mile stretch of the Sacramento River. Additional studies to determine the feasibility of providing additional diversions and weir control are also underway along with reoperation of Folsom Dam as a flood control facility.

Pending the identification and completion of improvement projects to reduce flood hazards, the City and County of Sacramento adopted land use policies to reduce flood risks. Known as the City and County Land Use Policies for the 100 Year Flood Plain, these policies were adopted on February 6, 1990 by the City Council. The current Flood Plain Land Use Policies apply to all proposed projects located within an area of the 100-year floodplain designated as Zone A-99 on the Sacramento Community's Official Flood Insurance Rate Map dated November 15, 1989. Under applicable provisions of the Sacramento City Code new development is permitted provided building permit applicants, by agreement with the City, assume the risk of all flood-related damage to any permitted new construction, and agree to notify subsequent purchasers of the flood risk.

The City and County of Sacramento also prepared an EIR on the flood policy. This document serves as the program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City. Upon certification of this EIR, the City Council and Board of Supervisors adopted Findings of Fact and a Statement of Overriding Concerns. These findings are set 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. The Findings determined that a major portion of Sacramento is exposed to flood risk in a 100 year storm event. The Findings determined that a series of land use policies and on-going flood control improvement measures will reduce risks but not to a level of insignificance. A Statement of Overriding Considerations was adopted to allow continued growth and development in accordance with the land use policy for the flood plain.

IMPACTS AND MITIGATION MEASURES

Standard of Significance

According to CEQA, a project will have a significant hydrologic impact if it will "create a potential public health hazard . . .". The 100-year flood frequency is the nationally accepted threshold. A significant hydrologic impact is identified when the project, alternatives, or cumulative development would expose people to flood impacts resulting from less than 100-year storm events.

Flooding, drainage and water quality impacts and mitigation measures, as they relate to adoption of the Plan, are discussed in this section. Construction projects are not proposed as part of the Plan. Site-specific development projects in the Parkway will undergo further environmental review as part of the discretionary review process of the local jurisdictions. Project specific impacts and mitigation measures will be analyzed as part of the City's environmental review.

IMPACTS/MITIGATION - HYDROLOGY

IMPACT 6.7-1 - HYDROLOGY-FLOODING

The lands within the Parkway Plan Area are part of the historic river channel and overflow flood plain. During flood events, these areas are subject to varying degrees of flood risk. In particular, the area within the levees is designated floodway and most of the berm area is frequently covered by floodwaters.

PP The Parkway Plan does not propose construction of any facilities. The adoption of the Parkway Plan will not alter the flood hydrology of the area, therefore, there is no impact. Individual development projects in the Parkway will undergo further environmental review by the City to determine impacts and mitigation measures. For facilities which may be subsequently proposed under the Parkway Plan, care should be taken to avoid trapping of flood debris during peak flood events that would encroach into the design freeboard of the levee. Potential for structural damage from debris is regulated by Section 9.1005.D of the Sacramento City Building Code, which states:

"(d) Floodways. Since the floodway is an extremely hazardous area due to the velocity of flood waters which carry debris, potential projectiles, and erosion potential, the following provisions apply: 1. Prohibit encroachments, including fill, new construction, substantial improvements, and other development unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in flood levels during occurrence of the base flood discharge. 2. If Section 9.1005.D.1 is satisfied, all new construction and substantial improvements shall comply with all other applicable flood hazard

reduction provisions of Section 9.1005."

At a program level, the Parkway Plan will have a less than significant impact on the floodway and the flood plain.

- AA1 The No Project (Existing Conditions) Alternative, would not result in any change to the existing environment, therefore no impact results.
- AA2 The No Project (Existing Plans) Alternative may have significant impacts the same as the proposed project insofar as the facilities proposed in the Parkway Plan are also included in existing adopted plans.
- AB Same as Proposed Project
- AC This alternative would have less impact on the flood plain and flood way because no riverfront facilities are allowed under this alternative which would be subject to flooding or which would require alteration of the river for construction. Additionally, because no new facilities are allowed on the riverside of the levee, no storm event debris is anticipated. This alternative would have a less than significant impact on the flood way and flood plain.

MITIGATION 6.7-1 - HYDROLOGY FLOODING

No significant impact, therefore, no mitigation proposed.

IMPACT 6.7-2 - HYDROLOGY - LEVEE MAINTENANCE

- PP A significant adverse effect on levees would occur if an activity damaged the levee system or posed undue flood risk (through levee breaks or erosion). Unauthorized access or heavy access (particularly from motor vehicles) may erode levees causing incremental damage to the flood protection system. In recognition of the public safety function of the levee system, the Parkway Plan include a number of policies regarding the levees. Policies of the plan are:
 - P6 All public access points shall have gates to control and prevent vehicle access. The gate design shall conform to Board of Reclamation requirements. The Board, City of Sacramento Utilities Department 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.*
 - T1 Off-Street trails shall be built of all weather construction of proper dimension,*

clearance and grade to accommodate pedestrians, bicyclists and maintenance and emergency vehicles.

- SA1 Narrow (no berm) and steep portions of the Parkway should have safety barriers installed to protect Parkway users.*
- SA2 Potentially hazardous areas in the Parkway, such as old industrial areas, pumping stations, steep waterward levee slopes and dangerous swimming areas, should be clearly posted.*
- SA3 Where necessary, separation barriers or fences should be installed to prevent Parkway users from entering into hazardous areas.*
- SA5 During emergency situations which may require the barring of the public from the Parkway, all access points should be closeable or controllable.*
- SA6 Emergency Access Points shall be designated at intervals of no less than two miles along the Parkway. All public access points may be used as emergency access points as needed.*
- SA8 Emergency phones (callboxes) should be installed at one mile intervals along the Parkway.*
- SA9 Location maps should be located adjacent to emergency phones (callboxes) to facilitate police or other emergency vehicle response to the area.*
- N5 Landscaping on the levee structure shall be in accordance with the requirements of the Reclamation Board.*
- 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 Plan therefore, includes policies to protect the levees from indiscriminate access which would be hazardous or injurious to the levees. The Plan includes policies to limit motor vehicle access which would cause erosion. It is not anticipated that adoption of the Parkway Plan policies will result in a significant impact on the levees.

- AA1 The No Project (Existing Conditions) Alternative, would not result in any change to the existing environment, therefore no impact results.
- AA2 The No Project (Existing Plans) Alternative may have significant impacts the same as the proposed project insofar as the facilities proposed in the Parkway Plan are also included in existing adopted plans. However, because existing plans do not include comprehensive river resource protection policies, this alternative would not have the same oversight and coordination provided by the Parkway Plan. Levee protection would continue to be the primary responsibility of the State Reclamation Board and related public agencies.
- AB The impacts would be the same as the Proposed Project.
- AC The impacts of this alternative would be similar, but slightly less than the proposed project because public access to the riverside of the levee area would be restricted. Therefore, the impact of this alternative would be less than significant.

MITIGATION 6.7-2 - HYDROLOGY - LEVEE MAINTENANCE

No significant impact, therefore no mitigation measures are proposed.

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.

- PP 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.

- AA1 The No Project (Existing Conditions) Alternative, would not result in any change to the existing environment, therefore no impact results.
- AA2 The No Project (Existing Plans) Alternative may have significant impacts the same as the proposed project insofar as the facilities proposed in the Parkway Plan are also included in existing adopted plans. However, because existing plans do not include comprehensive river resource protection policies, this alternative would not have the same oversight and coordination provided by the Parkway Plan. Thus this alternative may result in significant impacts.
- AB This Alternative would have the same impacts as the Proposed Project.
- AC This Alternative would eliminate all waterside structures, and therefore further reduce the potential public safety impacts.

MITIGATION 6.7-3 - PUBLIC SAFETY

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 and Alternatives 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.

6.8 CULTURAL RESOURCES

6.8 CULTURAL RESOURCES

INTRODUCTION

The following is a program level assessment of the potential impacts of the Parkway Plan. The Parkway Plan is a policy document and as such does not directly result in construction projects. None-the-less, the plan does propose some accessways, nature study areas, trails and other public facilities. Since the exact design and uses of these facilities is not known, further project specific environmental review will be required prior to implementation of individual parkway development projects.

The following is a description of cultural resources in the project area is based upon literature reviews, consultations, and a cultural resources report prepared by the North Central Information Center (NCIC), California Archeological Inventory for Sacramento County.

The purpose of the cultural resource investigation was to identify all prehistoric, historic, and cultural resources located within the proposed project boundaries. The cultural resources inventory was carried out in compliance with the California Environmental Quality Act (CEQA) Appendix K.

SETTING

The Plan area is located on the east bank of the Sacramento River within the Sacramento City limits. The general boundaries are typically from the River to ten feet beyond the landward toe of the River levee, but may also include adjacent upland areas including parks and other publicly owned lands.

Human modification has greatly altered the physical environment of the Plan area over the last 150 years. The Sacramento River levee system is a main feature of the project area. Due to construction and maintenance of the levee system over the years the physical characteristics of the banks of the Sacramento River have changed. The deposition of deep alluvial soils over the past 10,000 years has buried any early archeological resources. None-the-less, the banks of the Sacramento River are considered a prime area for prehistoric and historic resources.

Prehistory/Ethnography

At the time of the earliest European contact by Spanish explorers and missionaries, the Sacramento area lay within the territory of the Nisenan tribe, also known as the Southern Maidu. The Nisenan inhabited villages on the banks of the American and Sacramento Rivers and major tributaries, and subsisted on staple foods including freshwater clams, acorns,

salmon, deer, and elk. Nisenan villages recorded in the Sacramento area in the early historic period include the villages of Pususne, Sekumni, Kadema, Momol, Sama and Yalisumni. The largest known settlement historically was at the village of Sama, located on the east of the Sacramento River in what is now the southwestern part of the City of Sacramento.

Settlements were concentrated along waterways on old river terraces or on isolated elevated points of land. The Nisenan population in pre-European contact times is thought to have numbered around 9,000. Archeological sites, features, or artifacts that remain from prehistoric activity include village sites, structures, middens, mortars and pestles, arrowheads, grinding stones, knives, pipes, and a variety of hand implements. Euroamerican penetration into the Sacramento Valley during the latter half of the 19th century initiated a series of changes which were later to prove devastating to Native American populations.

European Contact Period

The first recorded Spanish expedition into the project vicinity was led by Gabriel Moraga between 1806 and 1808, in order to scout new mission sites, return runaway Indians, and punish Indians hostile to Spanish rule. Beaver and other fur resources were exploited in the Sacramento Valley by the Hudson Bay Company.

In 1827 and 1828, Jedediah Smith led a trapping expedition into the project vicinity. These and other trappers set up temporary camps in Nisenan territory and relationships were friendly.

In 1833, a great malaria epidemic swept through the Sacramento Valley, killing an estimated 75 percent of the Valley Nisenan population.

In 1839 John Sutter arrived in this area, becoming the first white settler in the Sacramento Valley. He met with some resistance from the Nisenan, but was able to enlist aid from the Miwok near the Cosumnes River for the development of his fort and surrounding farms. With the 1848 discovery of gold at Coloma on the south fork of the American River and the rapid spread of mining to all foothill areas, the culture and life style of all the Nisenan were severely disturbed. Widespread disruption of the people and destruction of their villages, hunting and gathering areas and other sites occurred with the resulting influx of miners and mining related activities. At the same time, farming was begun in the Valley, which impacted the native culture in the lowlands.

Modern History

The historic development of the Central Valley began in earnest in 1839 when John A. Sutter settled along the American River and established a trading post in the wilderness (unsettled by Europeans). Sutter was granted eleven (11) leagues of land by the Mexican government in 1841 and called his holdings New Helvetia (now known as Sacramento). A wide range of interests were pursued at Sutter's Fort, from horse and cattle ranching to liquor distilling

and blanket weaving.

As a part of John Sutter's original land grant from the Mexican government of California, the area was included within the boundaries of Sutter's New Helvetia colony. So far as the existing sources demonstrate, it is unlikely that this particular piece of real estate received any more specialized use than its inclusion as part of the best grazing grounds on which Sutter ranged his cattle herds. The area attracted no particular attention that found its way into the documentary and cartographic record."

Plan Area Cultural Sensitivity

Prehistoric Resources

There are 15 recorded sites within or immediately adjacent to the project area. Most of the sites are "mounds" or village middens and contain the refuse of the villages. A wide variety of artifacts and fragments of raw materials are found in these locations. Bits of shell, flakes of stone, fragments of baked clay, and pieces of bone are commonly found items in the mounds. Human remains are typically found in the middens of the Sacramento-San Joaquin Valley region. Prehistoric people often used abandoned village sites as cemeteries because the soil was easier to dig into and above the flood line. Many of the sites were incorporated into the levee system and may eventually be discovered within the levees.

Historic Resources

There are three recorded historic sites or features within the project area outside of Old Sacramento. These include a turn of the century farmhouse and two other historic buildings south of Freeport on River Road. These sites may be potentially significant. The Branch Line Railroad, which extends from Old Sacramento to Walnut Grove and intersects the project area in Sacramento and Freeport has been evaluated for the National Register level of significance. Historic sites in Old Sacramento include the Eagle Theater, the J Street Shipwreck, the Central Pacific Passenger station and the Southern Pacific Rail Yards.

METHODOLOGY AND STANDARDS OF SIGNIFICANCE

The following section describes cultural resources impacts which may occur with the development of the proposed project. These impacts consider both long-term and short-term (construction) effects of the proposed project.

Methodology

The proposed project is located in a primary impact area for cultural resources sensitivity in the Sacramento General Plan Update Draft EIR. As a result, a Cultural Resources Reports were prepared by the NCIC (Sacramento County). The report is based on a review of

current literature including published and unpublished historic and archaeological data for the project area.

Standards of Significance

In accordance with CEQA, Appendix G, a significant effect would be identified as something that would disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study. In addition, based upon CEQA Appendix K, significant impacts on cultural resources are those actions that would result in damage to a significant archaeological or historical resource. Recommendations based upon Appendix G and Appendix K are as follows:

Public agencies should seek to avoid damaging effects on an archaeological resource whenever feasible. If avoidance is not feasible, the importance of the site shall be evaluated using the criteria below.

In-situ (in-position) preservation is the preferred manner of avoidance, as the relationship of artifacts to each other is more important than the sum of their parts. Avoidance also provides opportunities for future research on sites, and avoids conflict with religious and cultural values.

Avoidance may be accomplished by planning construction to miss sites and by planning parks or other open space to incorporate sites.

Thresholds of significance for cultural resources are based on the following criteria:

- § A.1 Association with an event or person of recognized significance in California or American history.
- § A.2 Association with an event or person of recognized scientific importance in prehistory.
- § B. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions.
- § C. Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind.
- § D. Is at least one hundred years old and possesses substantial stratigraphic integrity, or

- § E. Involves important research questions that historical research has shown can be answered only with archaeological methods.

IMPACTS AND MITIGATION MEASURES

IMPACT 6.8-1 PREHISTORIC RESOURCES

Based on the literature search and the results of previous studies in the area, it is possible, but not highly likely, that remnants of prehistoric resources may be associated with the project area. Although the Parkway Plan does not in and of itself cause construction or development projects, subsequent implementation of projects may disturb cultural resources since the Sacramento River area is a culturally sensitive area.

- PP The potential to disturb prehistoric cultural resources is a significant impact. There are recorded pre-historic sites in the project area. The area is considered a potentially sensitive site for prehistoric resources due to the proximity of the site to the American and Sacramento Rivers. Disturbance of the site may uncover resources which would constitute a potentially significant impact.
- AA1 The No Project (Existing Conditions) Alternative does not alter existing conditions, therefore, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative would allow development in accordance with existing plans and policies and would result in impacts similar to the proposed project. Therefore, significant impacts to cultural resources could potentially occur with this alternative.
- AB Under this Alternative, the impacts to prehistoric resources would be the same as the proposed project.
- AC Under this Alternative, the impacts to prehistoric resources are anticipated to be less than the proposed project (no new public facilities on the riverside of the levees), but would still be considered significant.

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.

IMPACT 6.8-2

HISTORIC/CULTURAL RESOURCES

Based upon the Cultural Resources Overview for the subject site, and the results of previous studies in the area, some potential exists for buried archaeological deposits to be located in the project area. Although the Parkway Plan does not in and of itself cause construction or development projects, subsequent implementation of projects may disturb cultural resources since the Sacramento River area is a culturally sensitive area.

- PP Since the general area is known to have historic buildings and other features, the sensitivity for historic/cultural resources is estimated to be in the moderate to high range. Buried features and artifacts may be uncovered during ground disturbance activities. This is considered a potentially significant impact.
- AA1 The No Project (Existing Conditions) Alternative does not alter existing conditions, therefore, no impact would occur.
- AA2 The No Project (Existing Plans) Alternative would allow development in accordance with existing plans and policies and would result in impacts similar to the proposed project. Therefore, significant impacts to cultural resources could potentially occur with this alternative.
- AB Under this Alternative, the impacts to historic/cultural resources would be the same as the proposed project.
- AC Under this Alternative, the impacts to historic/cultural resources would be less than the proposed project, but would still be considered significant.

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.

ENDNOTES

California, State Of, California Inventory of Historic Resources and California Historical Landmarks, California Department of Parks and Recreation, Sacramento, 1976 and 1990, respectively.

California, State Of, California Environmental Quality Act (Chapter 1433, Statutes of 1970) Printed by California Council of Civil Engineers and Land Surveyors, Sacramento, 1985.

California, State Of, California Points of Historical Interest, California Office of Historic Preservation, Sacramento, 1986.

California, State Of, California Historical Landmarks, 1990 and updates.

California, State Of, California Gold Camps, 1975.

California, State Of, California Place Names, 1969.

California, State Of, Surveys of Surveys. A Summary of California Historical and Architectural Resource Surveys, Department of Parks and Recreation, Office of Historic Preservation, September, 1989.

Hoover, Mildred B., H.E. Rensch, E.G. Rensch, and W.N. Abeloe. Historic Spots in California, Fourth Edition, revised by Douglas E. Kyle. Stanford University Press, Stanford, 1990.

Thompson and West, History of Sacramento County, California. George Wright, editor, Thompson and West Publishing Company, Oakland, 1880.

**6.9 POTENTIAL CONFLICTS BETWEEN USES AND
SAFETY IMPACTS**

6.9 POTENTIAL CONFLICTS BETWEEN USES AND SAFETY IMPACTS

INTRODUCTION

Implementation of the Parkway Plan will result in potential positive and negative impacts for Parkway neighbors (those living adjacent to and near the Parkway) and Parkway users. This section addresses social impacts of Parkway Plan implementation including the safety concerns of users as well as Parkway neighbors and potential effects on private property immediately adjacent to the Parkway. CEQA does not require that social impacts and economic impacts be addressed, however, a social or economic change related to a physical change may be considered in determining whether a physical change is significant (Guidelines Section 15382).

SETTING

Public Access: The area of the proposed Parkway is presently accessible at various points. These access points generally occur where minor arterials meet proposed Parkway boundaries, or at locations where parks have been developed in or adjacent to the proposed Parkway. Private motorized vehicles are presently prohibited from using the levee and entering the area of the proposed Parkway except at designated areas such as public parking lots for park facilities (example Garcia Bend Park). Bicycles do have access to portions of the Parkway area. Currently, the bikeway is constructed from the Jibboom Street Bridge to Old Sacramento and from Miller Park to Captain's Table marina. There are also short stretches of bikeway in the Pocket area. Bicycle travel along the Parkway in other areas is limited due to the unimproved nature of the levee crown and numerous private property gates which cross the levee.

Pedestrian access to the Parkway is possible at various locations. The paved and unpaved levee crown is used by nature enthusiasts, fisherman, walkers and joggers. Some access points are well developed as part of existing recreational facilities, but neighborhood access is common also. In general, neighborhood access to the Parkway is provided in new subdivisions in the Pocket area where cul-de-sacs adjoin the Parkway.

The public access policies adopted in the 1975 Master Plan were incorporated into the 1980 Pocket Community Plan. As part of the adopted policy, new subdivisions adjacent to the Sacramento River are required to dedicate to the City for the Parkway, river frontage that is defined as 40 feet from the landward toe of the levee to the river's edge. This policy has been instrumental in facilitating public access to the Parkway.

Private Property Ownership: Approximately 25% of the Parkway river front area is in private property which comprises approximately 30% of the linear river frontage in the

Parkway. The most controversial ownership relative to the Parkway is the private property owned to the water's edge. This generally occurs from Captain's Table Marina southward to the Greenhaven area where approximately 118 private parcels extend to the river side of the levee at high water mark. These areas are controversial because the precise location of the boundary of State and private ownership is undetermined for the public trust. In addition, many property owners have private docks on the waterfront. Implementation of a levee trail system would introduce public traffic between homes (landside of the levee) and private docks (waterside of the levee).

Public Safety: At the present time the City of Sacramento Police Department respond to problems in the Parkway area as needed. There are no special police patrols along the Parkway.

The City has been geographically divided by the Police Department into areas for the purpose of patrol assignments. There are four patrol sectors which are divided into approximately 43 patrol districts. Each of those districts is usually staffed with a patrol officer although various kinds of leave such as vacations and sick time affect the actual staffing. Reflecting current budget problems, active patrolling in the City is minimal as officers are mainly occupied with responding to specific calls. An average of approximately two hours of a typical eight hour police shift is spent in actual patrol time (Barclay pers. comm.). The Police Department operates two facilities including a headquarters located downtown and a substation on Franklin Boulevard.

According to the Police Department, the City currently has 585 officers, of which 451 are officers on patrol. As of 1993, the City had 1.49 sworn officers per 1,000 residents. The national standard (goal) established by the FBI for police protection is 2.0 sworn officers per 1,000 residents.

The police department has developed a joint program with the City Department of Neighborhood Services to augment police activities in city parks. The purpose of the Police Park program is to ensure safety and security to park users and residents who live adjacent to parks by responding to complaints, emergency situations, or criminal offenses. Members of the patrol force also enforce park ordinances and assist park patrons with information. The Police Park force consists of seven regularly employed full-time Sacramento City Police officers, six of whom patrol with canine units (City of Sacramento 1989).

The Pocket/Greenhaven area is located in Police Patrol Sector 2 (which corresponds to Neighborhood Area 2). This sector is served by 75 officers. The population for Sector 2, according to the U. S. Census, is 126,000 people, yielding 0.6 officers per 1,000 residents. Specific to the Pocket/Greenhaven areas, 2 to 3 officers are routinely assigned. Mostly, police protection to these areas is provided by response to calls for service, rather than by patrol. For the next three years, the City has committed a Neighborhood Police Officer to the Pocket/Greenhaven areas, to be based out of the Promenade Shopping Center (City of Sacramento, Sacramento River Parkway Working Group Meeting Summary, Lieutenant Rick Jones, Sector 2, June 5, 1995).

Under the existing circumstances unmanaged recreational use of the levee has resulted in a gradual deterioration of the natural areas, and has resulted in some vandalism to adjacent properties. At the present time there are no statistics available on the number and type of such crimes that have occurred on private properties adjacent to the proposed Parkway.

The remoteness and inaccessibility of most of the levee area together with the numerous fences on the levee have made security patrols and law enforcement difficult. Police will patrol public areas of the Parkway, but cannot patrol private property within the Parkway. They will respond to emergency situations on private property, if invited.

METHODOLOGY

An area of controversy is how the implementation of the Parkway Plan, and more specifically, how the recreational trail along the levee, will affect public safety and adjacent and nearby property values. Concerns have been expressed by letter and at public meetings held on the proposed Parkway Plan by residential property owners regarding safety, trespass, vandalism, noise and loss of property values.

Studies of similar recreational facilities were reviewed to ascertain if property owner attitudes were born out by the experience of property owners adjacent to trails in other areas of the state and nation. Information regarding existing off-street bikeways in the City and County of Sacramento was examined to determine if there are safety, nuisance, privacy and vandalism problems associated with the existing bikeways. These studies were determined to be applicable to the Sacramento Parkway area in terms of intensity of use and proximity to private property. Not all comparable studies have the topographical difference of a levee system which is elevated, in some instances, above private property and therefore, may pose additional privacy issues.

RAIL TRAIL STUDIES

A two-part study of rail-trail neighbors and their properties was conducted as part of the study of the Heritage, St. Marks, and Lafayette/Moraga Trails entitled *The Impacts of Rail-Trails: A Study of the Users and Property Owners From Three Trails* (Moore, Roger L., Alan R. Graefe, Richard J. Gitelson and Elizabeth Porter, February 1992, Rivers, Trails, and Conservation Assistance Program, National Park Service, Washington D.C; in Cooperation with Leisure Studies Program School of Hotel, Restaurant and Recreation Management, Pennsylvania State University (Cooperative Agreement #CA-0765-9-8001)).

The Heritage Trail begins just west of Dubuque, Iowa and runs twenty-six miles west to the town of Dyersville. It is rural throughout most of its length. The St. Marks Trail runs sixteen miles from the southern outskirts of Tallahassee, Florida due south to the town of St. Marks. The trail runs through a mix of settings including residential and rural areas.

The setting of the Lafayette/Moraga Trail is similar to the proposed Parkway trail in that it

is a heavily used urban trail that is in close proximity to single family residences.

The Lafayette/Moraga Trail is a 7.6-mile trail that connects the cities of Lafayette and Moraga which lie about 25 miles east of San Francisco. It passes through heavily developed, often affluent, suburban areas for most of its length, crossing numerous small and intermediate and medium-sized roads and residential streets. Long sections are situated between backyards of many private, single family homes. This trail is asphalt paved and is managed by the East Bay Regional Park District. Public Safety Officers and volunteers make periodic patrols for educational, maintenance, and enforcement purposes. The Lafayette/Moraga Trail was opened to the public in 1976.

The first part of the rail trails study was a survey of the property owners themselves, and the second part was a series of interviews with area realtors and appraisers. Two hundred fifty of the 400 owners of property adjacent to the Lafayette/Moraga Trail and an additional 247 owners of property near that trail (but not immediately adjacent to it) were randomly selected and surveyed.

Trail Neighbors Study Results

Results of the trail neighbors study showed that overall, owners of property near and adjacent to the three study trails reported that they were satisfied with having a rail-trail for a neighbor. The vast majority of trail neighbors were trail users themselves and reported few occurrences of trail-related problems. Those living immediately adjacent to the trails did report having more problems and higher rates of problem occurrence than nearby owners. The most commonly reported problems involved illegal motor vehicle use and parking along the Heritage Trail; illegal motor vehicle use and litter along the St. Marks Trail; and unleashed/roaming pets, litter and noise along the Lafayette/Moraga Trail. However, the majority of owners reported that there had been no increase in problems since the trails were opened. While many Heritage owners had been opposed to the trail when it was proposed, neighbors of all three trails agreed that living near the trails was better than they had expected it to be and better than living near the unused railroad lines before the trails were constructed. The average responses for all owners together and adjacent owners alone indicate that each of the problems is less of a problem now than when the corridor was an unused rail line before the trail was established. In each case, the majority of respondents reported that there was no increase in the level of problems.

Effects On Property Values

One benefit of rail-trail development frequently cited by trail proponents is increased property values for adjacent and nearby landowners. This position has been supported by one study (City of Seattle 1987) and partially supported by another (Mazour 1988). However, fears of decreased property values are commonly expressed by property owners adjacent to proposed trails. One objective of this study was to examine how the three study trails affected the value of nearby property. This was accomplished by asking the opinions of the property owners themselves and interviewing real estate professionals in the communities

through which the trails pass.

Results of the trail neighbors study showed that overall, people owning property near or adjacent to the study trails felt that the trails would not adversely affect their property sales or their resale values. On average, adjacent owners were less enthusiastic than those living only near the trails and owners who had purchased their properties after the trails were established felt the trails added to the property's appeal when they were making their decisions to buy. In general, real estate agents and appraisers familiar with the trails felt that the trails had no adverse effect on property sales or values. Those who felt the trails increased property values outnumbered those reporting decreased values. This positive effect was most pronounced for nearby, as opposed to adjacent, properties especially on the suburban Lafayette/Moraga Trail. However, many realtors emphasized that the impact of a trail on any particular property depends greatly on the particular situation and can vary.

The overall impression of both landowners and trail users is that the trails achieve a broader public benefit due to a positive impact on their surrounding communities. Both groups felt that the trails were very important in providing recreation opportunities.

CRIME STATISTICS FOR EXISTING CITY/COUNTY OF SACRAMENTO BIKEWAYS

Crime exists throughout the City of Sacramento although the type and intensity of crime varies to a certain extent by location. Relative to other geographical areas in the City, the number of reported crimes committed within the existing 27 miles of off-street bikeways in the City is not substantial and there are no major law enforcement problems associated with bikeway areas. The possible exception to this is in the Richards Boulevard/Jibboom Street area, although crime in this vicinity may be attributed in large part to the presence of a transient population and a number of motels (Barclay pers. comm.). During the first six months of 1992, there were a total of 33 crimes reported along off-street bikeways throughout the City, an average of less than six per month.¹ In comparison, for the same time period there were 30,176 felony crimes committed in the City of Sacramento as a whole.² The number of reported crimes along the off-street bike trails in the City and County are small (less than two tenths of a percent) in comparison to the City wide crimes.

The type of crime incidents associated with the City bikeways have been tabulated by the police department and are summarized on Table 6.9-1. The most common crime reported were various forms of robbery which accounted for 30 percent of the total number of crimes. Various types of assaults were the next highest in frequency, accounting for 27 percent of reported crimes. Although other unlawful activity such as the use of motorized vehicles in bikeways, vandalism, or littering does occur, the Police Department could not document those incidents due to the low priority (Barclay pers. comm.).³

**TABLE 6.9-1
REPORTED CRIMES ON CITY OFF-STREET BIKE PATHS:
JANUARY THROUGH JUNE 1992**

| Type of Incident | Number of Incidents by Month | | | | | |
|---------------------------|------------------------------|-----|-----|-----|-----|------|
| | Jan | Feb | Mar | Apr | May | June |
| Armed Robbery | 1 | 2 | 0 | 3 | 2 | 2 |
| Assault/Battery | 0 | 1 | 1 | 4 | 0 | 0 |
| Burglary | 1 | 0 | 1 | 0 | 0 | 0 |
| Grand Theft | 1 | 0 | 0 | 0 | 1 | 0 |
| Indecent Exposure | 1 | 0 | 0 | 1 | 0 | 0 |
| Narcotics | 0 | 0 | 0 | 0 | 0 | 1 |
| Receiving Stolen Property | 0 | 0 | 0 | 0 | 0 | 3 |
| Threats | 0 | 0 | 0 | 0 | 1 | 0 |
| Trespassing | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | 4 | 3 | 2 | 8 | 5 | 6 |

Source: City of Sacramento Police Department 1992.

The Sacramento County Parks and Recreation Department has compiled statistics of reported unlawful activities along the American River Parkway for the years 1988 to 1992 (See Table 6.9-2). There were a total of 117 reported incidents during the five year period. The most common incident was the use of motorized vehicles on the bike path with an average of 11 citations issued throughout the parkway on an annual basis. Park areas with automobile access have more problems associated with unlawful nuisance activity than trail areas (Kukkola pers. comm.). Particular areas of the bike path subject to more incidents than other places are: the Woodlake area east of Del Paso Boulevard and west of Business 80, Northgate Boulevard, and Discovery Park. Each of these areas has automobile access and is located in the downtown area (Sacramento County 1992a). Segments of the bike path that have more limited automobile access have fewer reported incidents. There is no record of vandalism associated with the Parkway or property near the Parkway (Kukkola and Barclay pers. comms.).⁴

**TABLE 6.9-2
 REPORTED CRIMES ON CITY OFF-STREET BIKE PATHS:
 JANUARY THROUGH JUNE 1992**

| Type of Incident | Number of Incidents by Month | | | | | |
|-----------------------------|------------------------------|------|------|------|------|-------|
| | 1988 | 1989 | 1990 | 1991 | 1992 | Total |
| Motor Vehicles on Bike Path | 9 | 17 | 12 | 12 | 4 | 54 |
| Assault/Battery | 2 | 3 | 8 | 5 | 1 | 19 |
| Robbery | 0 | 3 | 11 | 2 | 4 | 20 |
| Indecent Exposure | 2 | 1 | 3 | 3 | 3 | 12 |
| Theft | 0 | 4 | 4 | 1 | 2 | 11 |
| Vandalism | 0 | 0 | 0 | 0 | 0 | 0 |
| Attempted Rape | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 13 | 28 | 38 | 23 | 15 | 117 |

Source: Sacramento County Parks and Recreation Department 1992.

IMPACTS AND MITIGATION

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 *"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.*

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). Hour 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 in 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.*
- PP *Approximately 25% of the Parkway river front area is in private property which comprises approximately 30% of the linear river frontage in the Parkway. The most controversial ownership relative to the Parkway is the private property owned to the water's edge. This generally occurs from Captain's Table southward to the Greenhaven area. Concerns have been expressed by letter and at public meetings held on the proposed Parkway Plan by residential property owners regarding safety, trespass, vandalism, noise and loss of property values. Studies conducted for rail trails indicate that safety and security problems do not increase once a trail is open to the public. However, portions of the proposed Parkway are currently fenced to prevent public access. Once these areas are accessible to the general public, adjacent residential property owners may experience an increase in trespass, loss of privacy and other problems. The close proximity of private residential property in Greenhaven and the Pocket area presents additional concerns regarding the ability of Parkway*

officers to enter private property for security purposes. The Draft Parkway Plan contains an estimate of \$100,000 per year for security and assumes that only the off-street trails will require supplemental patrol, and that patrol would be provided only during peak periods of use (April to October on weekends and holidays). By comparison, the American River Parkway is patrolled from 10 am in the morning until after sunset, seven days a week and patrols are augmented with Ranger Aides (non-peace officers).

Input received from Gary Kuppola, Chief Ranger for the American River Parkway and from the Lieutenant Jones, Sacramento City Police Department stress that patrol presence is necessary to deter potential crime. The greater the presence, the greater the deterrence. Park Rangers and/or Park Ranger Aides may be used to provide some patrol functions by providing an official presence in the Parkway that could report problems to the police.

Implementation of the proposed Parkway policies will provide Parkway 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.

- AA1 The No Project (Existing Conditions) Alternative will have no impact on adjacent property safety and privacy issues.
- AA2 The No Project (Existing Plans) Alternative would have similar impacts as the proposed project insofar as the existing adopted Parkway Plan (1975) includes proposes similar trail and recreation facilities.
- AB This alternative would re-route the levee recreational trail from Captain's Table to the Pocket Canal. This alternative will result in fewer significant impacts than the proposed project on adjacent property safety and privacy since less properties would be affected. Areas where existing and proposed vertical access is allowed would continue to have potentially significant adverse impacts.
- AC This alternative would have the same significant impacts as the proposed project.

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

The following mitigation measures will reduce impacts to a less than significant level for all alternatives. Alternative A1 will not result in impacts and requires no mitigation.

PP and

- AC 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).

IMPACT 6.9-2

PUBLIC SAFETY: TRAIL USER PERSONAL SAFETY

Safety for Parkway and trail users is a concern related to unlawful activities. As described previously, in the American River Parkway, the number of serious crimes have been relatively few. However, inappropriate or threatening behavior by a small number of users can endanger or discourage responsible users from using the trail.

PP The Parkway is approximately 17 miles long and covers approximately 820 acres. The trail will pass through some areas that are isolated from other development and will not be routinely patrolled by City police. While incidents involving criminal activities are low on the existing off-street bikeways in the City, a small number of incidents will discourage responsible users, and a perception of lack of personal safety will diminish the recreational use of the trail. As previously discussed, funding is limited for Parkway patrols, however, it is agreed that a patrol presence will deter crime. Implementation of the proposed Parkway policies will provide users with some level of security, however, whether funding will always be available for public safety officers to patrol the Parkway is uncertain. 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 significant impact to public safety.

AA The no project alternative will have no additional impact on public safety.

AB Elimination of the recreational trail from the levee in from Captain's Table Marina to the Pocket Canal will put trail users onto surface streets or existing off-street trails which follow the Pocket Canal. Because these areas are higher visibility, which may or may not result in increased user safety from the standpoint of criminal activity.

Depending on how on-street connections are developed Impacts to user safety will remain significant in the remainder of the Parkway.

- AC Assuming the bikeway is developed on the levee crown, this alternative would have the same significant impacts as the proposed project.

MITIGATION 6.9-2 TRAIL USER PERSONAL SAFETY

The following mitigation measures will reduce impacts to a less than significant level for all alternatives. Alternative A1 will not result in impacts and requires no mitigation.

1. Prior to construction of the off-street trail in the Parkway, a secure source of funding for Safety Officer Patrols, including bicycle patrol, shall be in place for off-street trails in the Parkway. The number of officers and response times shall meet industry standards for similar recreational trails.

IMPACT 6.9-3 PUBLIC SAFETY: TRAIL USERS -- EXPOSURE TO HAZARDS

- PP With the location of the trail along the top of the levee there is a potential for accidents to occur with bicyclists going down the embankment. Increased public access to the river increases the potential for water related accidents to occur in the Parkway. Other hazards in the Parkway may include steep waterward levee slopes, drainage outflow areas and pumping station equipment. This is a significant and avoidable impact.
- AA1 The No Project (Existing Conditions) Alternative will have no impact on adjacent property safety and privacy issues.
- AA2 The No Project (Existing Plans) Alternative would have similar impacts as the proposed project insofar as the existing adopted Parkway Plan (1975) includes proposes similar trail and recreation facilities.
- AB Under this alternative, the recreational trail from the levee from Captain's Table Marina to the Pocket Canal would be eliminated, but the remaining portions of the levee trail would be developed. Impacts for the portion of the levee trail developed under this alternative would be similar to the Proposed Project.
- AC Although this alternative eliminates new public access on the waterfront side of the levees, users will none-the-less need to traverse the landward side of the levee to gain access to the crown of the levee. In some areas, both the waterside and the landside of the levee are steep and include unstable soils. Additionally, it is likely that many individuals will choose to access the waterward side of the levee and the river despite the fact that no formal access facilities are provided. Unauthorized access as well as landward levee access may pose hazards. This alternative would have potentially significant impacts.

MITIGATION 6.9-3

TRAIL USER EXPOSURE TO HAZARDS

The proposed Parkway policies provide adequate protection for trail users, however, whether funding will always be available for public safety officers to patrol the Parkway is uncertain. Additionally, where new vertical accessways are developed prior to lateral accessways, signage, fencing and other safety devices will need to be installed to delimit and control use of undeveloped and unauthorized areas. Again funding to ensure proper implementation of security and safety programs must be in place to reduce significant adverse impacts. In addition to the policies included in the Parkway Plan the following mitigation measures are proposed. Alternative A will not result in impacts and requires no mitigation.

1. Prior to construction of the off-street trail in the Parkway, a secure source of funding for Safety Officer Patrols, including bicycle patrol, shall be in place for off-street trails in 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.

IMPACT 6.9-4

CONFLICT OF LAND USES

The proposed Parkway Plan gives 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 areas 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 has 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 Avenue next to the Garcia Bend Marina. Potential Neighborhood access points are proposed for Portinao Circle and Sleepy River Drive.

PP The potential for land use conflicts is greatest for the proposed project in the Little Pocket, Pocket areas since this is the area where residential uses are adjacent to the Parkway. The Little Pocket and North Pocket portions of the Parkway present special economic and social constraints, yet offer an opportunity to provide a continuous trail to Freeport, linking with the American River Parkway from Natomas and Folsom. Most of the riverfront property in these areas consists of private residential inholding which require special consideration with respect to Parkway development. The Private Inholding Area (PIA) designation recognizes the practical limitations to developing this portion of the Parkway, yet maintains the vision of a continuous trail as a long-term goal.

The PIA label modifies the underlying Parkway land use designation. For example, "Nature Study/PIA denotes a Nature Study area subject to the additional conditions imposed by the PIA status. Two PIA areas are proposed: 1) Little Pocket PIA - from Captain's Table Marina to Seymour Park (northern extension); and 2) Greenhaven PIA - from Seymour Park to Arabella Way. Each PIA has distinct natural characteristics and ownership patterns that warrant separate consideration.

Property acquisition is limited in the PIA such that fee title and/or easement will not be acquired through eminent domain; and property will be purchased at "fair market value" from willing sellers. PIAs are part of the Parkway, but not part of the Parkway Development Strategy. Trails and other recreation facilities will not be developed in these areas until the "PIA" classification is removed from the Parkway land use designation (existing facilities will remain). Removal of the PIA designation can only be removed by amendment of the Parkway Plan by the City Council. The PIA designation allows the City to revisit these areas in the future for inclusion in the Parkway development plan if, at a later date, it becomes economically and socially feasible to do so. Criteria for allowing removal of the PIA designation include meeting one or more of the following: 1) the balance of the trail system on the Sacramento River levee has established itself as a "good neighbor"; 2) Parkway acquisition and development funds become available; 3) Land becomes available through State Lands Commission boundary determinations or title settlements; 4) the City has acquired, through fee or easement, fifty-one percent (51%) of the lineal area along the river in the PIA.

An on-street bikeway will be implemented in the PIA as defined on the area plan map. The on-street bikeway will connect with all existing and proposed Parkway public access points within the PIA as well as connecting with the off-street trail outside of the PIA. With the inclusion of the PIA designation in the Parkway Plan, land use conflicts will be reduced in the Pocket and Little Pocket areas to less than significant. Land use conflicts at Neighborhood and Intermediate access points in the remainder

of the Parkway will remain significant and avoidable.

- AA1 The No Project (Existing Conditions) Alternative will have no impact on adjacent property safety and privacy issues.
- AA2 The No Project (Existing Plans) Alternative would have similar impacts as the proposed project insofar as the existing adopted Parkway Plan (1975) includes proposes similar trail and recreation facilities.
- AB This alternative would re-route the levee recreational trail from Captain's Table Marina to the Pocket Canal. This alternative would avoid conflicts with residential areas located adjacent to the levee trail in the Pocket and Little Pocket areas. Potential conflicts at access points south of the Pocket Canal would be significant and avoidable.
- AC This alternative would have impacts similar to the proposed project.

MITIGATION 6.9-4 CONFLICT OF LAND USES

The following mitigation measures will reduce impacts to a less than significant level for all alternatives. Alternative A1 will not result in impacts and requires no mitigation.

PP and
AC

- 1). Prior to removal of the PIA 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,
 - c) Funding for operations and maintenance shall be secured prior to implementing a trail segment.
- 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.

AB Implement mitigation measure 6.9-4 (2) above

IMPACT 6.9-5 IMPACTS TO PROPERTY VALUES

PP As noted previously, property owners have expressed a concern that property values will decrease when a recreational trail is constructed on the levee at the rear of residential lots. Private property will have to be acquired across the back of some

lots. In the previously discussed Rail Trail study, most real estate professionals interviewed believed that the trails had no adverse effect on property values or sales, either near the trails or immediately adjacent to them. However, many acknowledged that there were so many factors involved in the appeal of any property that it was very difficult to separate out the impact of any one variable such as a trail. Many realtors felt the effect of the trail varied greatly depending on the situation. Other variables such as market and general economic conditions also effect property values. Therefore, it appears that it cannot be demonstrated with certainty whether or not property values will be effected either positively or negatively by the presence of the trail. Some adjacent property owners in the Parkway themselves perceive the trail as detrimental to their property values, however, wide spread direct loss of property values has not been demonstrated in trail studies.

- AA1 The No Project (Existing Conditions) Alternative will not result in trail construction therefore it will have no effect on property values.
- AA2 The No Project (Existing Plans) Alternative would have impacts similar to the proposed project insofar as many of the accessways and uses in the Parkway are included in existing plans.
- AB Elimination of the recreational trail from the levee in from Captain's Table Marina to the Pocket Canal will have no effect on property values in this area.
- AC This alternative will have the same effect as the proposed project.

MITIGATION 6.9-5 IMPACTS TO PROPERTY VALUES

No clear cause and effect can be established between implementation of a trail system and loss of property values. A number of opinions have been expressed. Some view facilities such as a major recreational trail as a neighborhood asset which sustains the worth and desirability of the adjacent neighborhood. Others view the trail as a potential liability. Property values are influenced by a number of factors including overall market conditions, individual willingness to pay, interest rates, age and condition of housing and many other conditions. Since no clear impact can be ascertained at this time, no mitigation measures are proposed.

REFERENCES AND PERSONS CONTACTED

City of Sacramento, June 5, 1995. Sacramento River Parkway Working Group Meeting Summary. Comments of Lieutenant Rick Jones, Sacramento Police Department.

Moore, Roger L., Alan R. Graefe. Richard J. Gitelson and Elizabeth Porter. February 1992. *The Impacts of Rail-Trails: A Study of the Users and Property Owners From Three Trails*. Rivers, Trails, and Conservation Assistance Program, National Park Service, Washington D.C; In Cooperation with Leisure Studies Program School of Hotel, Restaurant and Recreation Management, Pennsylvania State University (Cooperative Agreement #CA-0765-9-8001

Gary Kuppola, Chief Ranger for the American River Parkway, personal communication, June 8, 1995.

**7.0 IMPACTS DETERMINED TO BE LESS
THAN SIGNIFICANT**

7.0 IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT

INTRODUCTION

Section 15128 of the CEQA Guidelines state that " an EIR shall contain a statement briefly indicating the reasons that various possible significant impacts were determined not to be significant and were therefore, not discussed in detail in the EIR". Based on findings of the Initial Study prepared for the project, the following areas were considered to have a less than significant effect.

1. Geology and Earth Resources

Soils and Geologic Structures

The subject site is located on a broad alluvial plain created by flood plain deposits from the Sacramento and American Rivers. The site is underlain by relatively recent floodplain deposits (Holocene Deposits) which generally consist of unconsolidated sands, silts, and clays formed from flooding of the American and Sacramento rivers, and these generally are moderately to highly permeable. Specifically, soils in the Central City area are Sailboat-Scribner-Consumnes soils which are very deep, somewhat poorly drained and tend to have high ground water tables. The General Plan Update EIR determined that there are no unique geologic structures or formations in this area.

To protect citizens from significant geologic, soils, or seismic impacts, the City Building Department requires a site-specific soils investigation (including detailed analyses of surface and subsurface conditions such as depth of bed rock and ground water level) for individual structures proposed for development as a condition of project approval. The information from this soil investigation is then incorporated into the site-specific engineering and seismic designs for the proposed structures as required by the City Building Department.

The UBC and the Building Division require a geological/soils report prior to the issuance of any building permit and require that the structures be engineered to respond to soil conditions; therefore, no significant geological/soils impacts will result from this project.

Seismicity

Sacramento is considered to be subject to less hazard than most other parts of California. The City of Sacramento is classified as Zone I, out of a three-point scale with Zone III being the most susceptible to seismic hazards. The maximum intensity expected during an earthquake is estimated at VIII on the Modified-Mercalli intensity scale (City of Sacramento 1987). Although no active or potentially active faults are known to occur near the project

site, several regional faults could generate seismic activity which could affect the project site. The maximum credible earthquake for known faults in the region is estimated at 6.5 on the Richter-scale (City of Sacramento, 1987). A major earthquake on any of those faults could cause strong groundshaking at the project site.

Secondary seismic hazards that could affect the site include liquefaction, levee failure, and dam failure. Liquefaction is the loss of strength by saturated sandy soils due to seismic groundshaking. Liquefaction can cause ground surface cracking, settlement and lateral spreading. Structures including roads and utilities, founded on soils that liquify, can be severely damaged. Earthquake-induced liquefaction most often in low-lying areas with soils or sediments composed of unconsolidated silts such as the soils underlying the proposed site.

The City of Sacramento has adopted a Health and Safety Element of the General Plan. These policies require: 1) that the City protect levees and property from unacceptable risk due to seismic and geologic activity or unstable soil conditions to the maximum extent feasible; 2) that the City prohibit the construction of structures for permanent occupancy across faults; 3) that soils reports and geologic investigation be required for multiple story buildings; and 4) that the *Uniform Building Code* requirements that recognize State and federal earthquake protection standards in construction be used. The policies listed above are required for new construction projects and reduce the potential significant health and safety impacts. Thus, for the purposes of this environmental evaluation, the potential for a significant geologic, soils, or seismic impact created by construction of the project is substantially lessened by the use of regulatory requirements referenced in the Health and Safety Elements and adherence to the requirements and regulations of the *Uniform Building Code*.

2. Water

Water Supply, Capacity and Distribution

Sacramento's water supply is drawn from surface and ground water sources. The American River and the Sacramento River are the sources of surface water for the Sacramento water service area. Ground water is supplied from approximately 40 wells located primarily in the northern portion of the City. Presently, the City of Sacramento has permit entitlements to divert up to 326,800 acre feet of water annually from the Sacramento and American Rivers.

The E.A. Fairbairn Water Treatment Plant (FWTP) and the Sacramento River Water Treatment Plant (SRWTP) have a combined treatment capacity of 226 million gallons of water per day (mgd). The average daily amount of water used in the City's service area in 1990 was 108 mgd. The City has adequate water supply and treatment capacity to serve the site.

The Plant Services of the City of Sacramento, Department of Utilities, provides water service to the project site and vicinity. According to the Department of Utilities, the capacity of the existing water distribution system is sufficient to serve the project area. Individual water

services for the project shall come off of water distribution mains located on 13th, 14th and I Streets and the alley between the project site and the Army Corps building. The City Utilities Department reports that the capacity of the existing water distribution system is sufficient to serve the project.

3. Natural Resources and Solid Waste

Future development of the project will result in the consumption of construction materials derived from natural resources. The development is not expected to substantially increase the rate of use of natural resources, or the depletion of nonrenewable resources.

The implementation of the proposed project will generate solid wastes typical of parks and recreation facilities. Future development associated with the proposed project will, however, be required to comply with Section 34 of the zoning ordinance regarding Recycling and Solid Waste Disposal Regulations for new and existing development. The regulations require that the developer submit a plan showing receptacles and design specifications for recycling and trash enclosures; a construction plan specifying recycled building construction materials to be used in the proposed development. Compliance with Section 34 is anticipated to reduce the impacts to a less-than-significant level.

4. Human Health/ Hazardous Materials

The demolition of structure may expose persons to hazardous materials associated with construction materials such as asbestos. The proposed project does not involve the demolition of any existing structures.

Project which involve the handling, storage and transportation of hazardous or radioactive materials may pose a significant impact to human health. The proposed project does not involve the handling, storage or transportation of hazardous or radioactive materials. Therefore, the proposed project is expected to have a less-than-significant impact on human health.

5. Population/Housing

The proposed project is not anticipated to alter the location, distribution, density or growth rate of the human population or generate any additional demand for housing or have an effect on employment. Therefore, the proposed project is anticipated to have a less-than-significant effect on population, housing and employment.

6. Public Services

Public services are not considered physical environmental impacts, but are considered as

basic social and economic services provided by the local jurisdiction. Police and fire personnel provide a wide range of services that are affected by population increases or new facilities that require policing, maintenance, etc. Section 15382 of the CEQA Guidelines defines a significant effect on the environment as a substantial or a potentially substantial adverse change in any of flora, fauna, ambient noise, and/or objects of historic or aesthetic significance. An economic or social change is not by itself a significant effect on the environment. The impact of the proposed project may be considered an economic/social impact, but is considered a less-than-significant physical impact.

Development of the Parkway may impact public services including fire, police, maintenance of roads and recreational facilities. It is anticipated that more money and personnel may be required to provide adequate services for future Parkway development. Policies in the Parkway Plan state that Parkway development should not occur without adequate funding and personnel. In addition, a staff report will be prepared for City Council describing the fiscal and social impacts of future Parkway development. With these measures in place, it is expected that the proposed project will have a less-than-significant impact on public services.

7. Energy/Utilities

Energy consumption of new buildings in California is regulated by the State Building Energy Efficient Standards, known as Title 24. These standards are contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Enforcement of the regulations is addressed in the California Code of Regulations, Title 20, Chapter 2, Subchapter 4, Article 1. Title 24 applies to all new construction of both residential and non-residential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting.

Any development that results from adoption of the Parkway Plan will abide by these standards; therefore, it is expected that the project will have a less-than-significant impact on energy.

The City of Sacramento has adopted policies and procedures for ensuring adequate utility services, including electric, gas and solid waste within their area. The proposed project does not contribute significantly to the demand on these utility services.

8. Light and Glare

The project does not propose lighting. However, future development may create light and glare from security lighting along pathways and at recreation facilities which may have the potential to impact adjacent land uses. All exterior lighting will be directed away from or properly shaded to eliminate glare on existing land uses and roadways. Compliance with the Zoning Ordinance standards for lighting will ensure that proposed future development will have a less-than-significant impact upon light and glare in the project vicinity. If standard

street lighting is installed as part of a development project, it must meet City standards and not generate light or glare onto surrounding property.

9. Recreation

The primary purpose of the Sacramento River Parkway Plan is to provide goals and policies to enhance recreation opportunities along the Sacramento River in the City of Sacramento. Bicycle and pedestrian trails, scenic overlooks, information kiosks and recreation facilities are supported in the Plan. This Plan benefits recreation opportunities in the City of Sacramento. One exception to this is casual fishing which would be prohibited under Alternative C (No Waterside Development or Access). This is discussed in Chapter 6.9.

8.0 GROWTH INDUCING IMPACTS

8.0 GROWTH INDUCING IMPACTS

INTRODUCTION

Section 15126(g) of the CEQA Guidelines require that EIR discuss the growth-inducing impacts of the proposed project. Specifically, CEQA states:

Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth inducing impacts can result from development that directly or indirectly induces additional growth pressures which are more intense than what is currently planned for in general and community plans. An example of this would be the redesignation of property planned for agricultural uses to urban uses. The growth inducement that may result, in this example, would be the development of services and facilities that may encourage the transition of additional land in the vicinity to more intense urban uses. Another example would be the oversizing of services, e.g., sewage mains, to a project site which may have the additional capacity to serve more intense land uses nearby. Neither of these examples apply to the project area.

The Parkway Plan area is predominantly urbanized with some open space areas remaining in South Natomas and Freeport areas. The Parkway Plan is a policy document to support coordinated public access and resource protection along the Sacramento River. As such, the Parkway Plan is not a development plan intended to plan, promote or induce new urban growth. Land uses under the Parkway Plan are the same as the City of Sacramento General Plan. As such, the Parkway Plan does not change planned land uses or induce new growth. Additionally, the Parkway Plan does not contemplate new development beyond that which is included in the General Plan, no service expansion (water, sewer and other infrastructure) is necessary to serve the project area. As such no growth inducing impacts are anticipated by approval of the Parkway Plan.

9.0 CUMULATIVE IMPACTS

9.0 CUMULATIVE IMPACTS

INTRODUCTION

According to CEQA, "Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (Guidelines, Section 15355). CEQA requires that cumulative impacts be discussed when they are significant (Guidelines, Section 15130, subd.(a)). This chapter identifies those significant cumulative impacts associated with development and operation of the proposed project. Section 15130 of the CEQA Guidelines states that "cumulative impacts shall reflect the severity of the impact and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone."

CUMULATIVE ENVIRONMENT

The CEQA Guidelines provide that a lead agency may describe the cumulative environment by either a listing of pending, proposed or reasonably anticipated projects or a summary of projections contained in an adopted general plan or a related planning document which describes areawide or regional cumulative conditions. Many cumulative impacts have been previously analyzed and anticipated by the EIR prepared for the City of Sacramento General Plan Update. Cumulative growth impacts on public services for example have been anticipated and are therefore, not discussed (see also Chapter 7, Effects Determined to be Less than Significant). For purposes of this EIR, a cumulative projects list is used to describe the cumulative environment. This includes both related plans regarding the Sacramento River as well as individual projects along the Sacramento River.

Related Resource Plans Affecting the Sacramento River

The following are existing or proposed plans which are similar to the Parkway Plan in that they contain goals and policies that address resource and recreational uses of the Sacramento River and area.

1. **Sacramento River Greenway Plan**, both sides of the Sacramento River from Sacramento County/Sutter County line at river mile 75.5 to south of the Freeport area at river mile 45.8.
2. **Sacramento Riverfront Master Plan**, east bank of the Sacramento River from the confluence of the American River and Sacramento River south to Miller Park.

3. The Delta Estuary Project initiated by the State Lands Commission and the San Francisco Estuary Project (SFEP) administered by EPA. Both of these studies focus on the 12 county area surrounding the Delta. The Delta Estuary Study resulted in a report called "Delta-Estuary California's Inland Coast, A Public Trust Report" (1991). It reviewed the condition of natural resources of the Delta and the affect of human activities on public trust values of the Delta. The SFEP resulted in a Comprehensive Conservation Management Plan (CCMP) released in 1993. The CCMP examined the condition of natural resources in the Delta and how they could be improved and preserved.

Related Proposed Projects Affecting the Sacramento River

There are a number of proposed projects within and adjacent to the Parkway Plan area in addition to proposed plans that will impact the environment along the Sacramento River. These plans are:

1. California Water Center, PG&E/Jibboom Street area
2. Richards Boulevard Area Plan, PG&E/Jibboom Street are plus adjacent area
3. SP Railyards Specific Plan, SP Rail yard Area plus adjacent area
4. Gold Rush Underground, Old Sacramento
5. Dock Improvements at Tower Bridge, Old Sacramento and Docks area
6. Crocker Art Museum Master Plan, adjacent to Docks area*
7. Docks Area Master Plan, Docks area
8. Museum of Railroad Technology, Docks area
9. Area under Business 80, between Docks area and Miller Park area
10. Miller Park Master Plan, Miller Park area
11. Sacramento Aquarium, site unspecified
12. West Sacramento Triangle Specific Plan, West Sacramento
13. Raley's Landing, West Sacramento.
14. One Riverfront Plaza, West Sacramento
15. Lighthouse Marina, West Sacramento
16. Raddison Hotel, Restaurant and Marina, at Captain's Table Marina

SIGNIFICANT CUMULATIVE IMPACTS

The following are the significant cumulative impacts that will result from long-range cumulative development without applying mitigation. Cumulative impacts are identified as those affecting the Sacramento River area as a resource. Since many of the proposed and pending projects are marinas, many of the cumulative impacts of riverfront access and use reference marina development. Other issue areas relate to both public and private development of the riverfront for visitor serving and other commercial uses. Since the Parkway Plan provides comprehensive policy guidance regarding public access and resource preservation, the Plan does not significantly contribute to cumulative effects. The Plan is intended however, to help plan and guide public use of the Parkway in a manner which

minimizes cumulative effects. Among the significant cumulative effects impacting the Sacramento River environment at this time and in the foreseeable future are:

IMPACT 9.1 LOSS OF RIPARIAN AND RIVERINE HABITAT

Cumulative development in the Sacramento Valley has affected riparian habitats. Since the 1850s the riparian forests along the Sacramento River and its tributaries have been reduced from approximately to 775,000 acres to less than 12,000.¹ Historical descriptions of the Sacramento riparian forests in the 1800s characterized the riparian forests as non-uniform in width, ranging from 300 yards to five miles. According to these historical accounts, the forests formed continuous stands flanking the Sacramento in some areas, however; more common were large dense clumps of tree stands.² As a result of settlement the Sacramento Valley, the riparian woodlands were cleared for farming, lumber, flood control, and riparian development. Currently along the Sacramento River continuous stands of riparian forests do exist, but, continued development and modifications along the river has greatly diminished this resource. The forested zones along the river, sloughs, and streams have been reduced to remnants of the once extensive riparian woodlands. Generally, the remaining fragments form a belt less than 100 yards wide and are largely confined to bank slopes.³ The remaining stands generally provide high value habitat for numerous riparian wildlife species.

In 1986, there were a total of 714 acres of riparian woodland existing between river mile 44.0 and river mile 76.0.⁴ This information is based upon the Sacramento River Marina Carrying Capacity Study, prepared for the State Lands Commission. Subsequent to this study, and as part of the project under consideration, the Carrying Capacity Study has been updated to include riparian habitat losses since 1986. The result of the update indicate that there has been an estimated loss of 105 acres of riparian woodland within this area, primarily the result of residential construction along the river. Although no precise figures are available, proposed marina and riverfront projects along the river will contribute to cumulative losses and or degradation of the quality of riparian habitats. Both the Parkway Plan and the Greenway Plan are intended to provide comprehensive policies to protect riparian areas.

CONCLUSION

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. As such, the Parkway Plan itself assists in the mitigation of cumulative effects. 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. No new public marinas are proposed by the Plan. As such, the Plan does not contribute to cumulative marina development and river traffic effects.

1. State Lands Commission, *Sacramento River Carrying Capacity Study*, August 1986. p.92.
2. Kenneth Thompson, Department of Geography, University of California, Davis, *Riparian Forests of the Sacramento Valley*, University of California, Davis, Symposium, May 14, 1977.
3. Ibid.
4. Sacramento River Carrying Capacity Study, Op. Cit.

10.0 BIBLIOGRAPHY

10.0 BIBLIOGRAPHY

Draft Sacramento River Parkway Plan Update, City of Sacramento, June 1995.

1989 Master Plan Update for Park Facilities and Recreation Services, City of Sacramento, Department of Parks and Community Services.

Draft Sacramento River Greenway Plan, State Lands Commission, Cities of Sacramento and West Sacramento, Counties of Sacramento and Yolo, December 1992.

American River Parkway Plan, March 25, 1986 (adopted by City).

Sacramento River Parkway Master Plan, adopted by the City of Sacramento, 1976.

City of Sacramento General Plan Update Draft EIR, prepared by the City of Sacramento, March 1987.

City of Sacramento General Plan, updated and adopted, January 1988.

Sacramento City/County Bikeway Master Plan, September 7, 1976 (adopted by City).

2010 City/County Bikeway Master Plan DEIR, prepared for the County of Sacramento, September 1992.

Sacramento Riverfront Master Plan, Sacramento Housing and Redevelopment Agency, February 1995

Sacramento Riverfront Master Plan Master Environmental Assessment, Sacramento Housing and Redevelopment Agency, February 1995

Sacramento River Marina Carrying Capacity Study, State Lands Commission, May, 1986 (unadopted).

Sacramento River Bank Protection Project, The State Reclamation Board, December, 1987.

Sacramento River Flood Control System Evaluation, Phases II - V, Programmatic DEIS/DEIR, U.S. Army Corps of Engineers, Sacramento Dist., October, 1991.

Interim Guide for Vegetation on Flood Control Levees Under Reclamation Board Authority, The Reclamation Board, September, 1988.

Policy on Bicycle Trails on Levees, Reclamation Board, June 21, 1991.

Sacramento Urban Area Levee Reconstruction Project - Sacramento River Swainson's Hawk Nesting Population Study, U.S. Fish and Wildlife Service, Region 1, July, 1991.

City of Sacramento, June 5, 1995. **Sacramento River Parkway Working Group Meeting Summary**. Comments of Lieutenant Rick Jones, Sacramento Police Department.

Moore, Roger L., Alan R. Graefe. Richard J. Gitelson and Elizabeth Porter. February 1992. **The Impacts of Rail-Trails: A Study of the Users and Property Owners From Three Trails**. Rivers, Trails, and Conservation Assistance Program, National Park Service, Washington D.C; In Cooperation with Leisure Studies Program School of Hotel, Restaurant and Recreation Management, Pennsylvania State University (Cooperative Agreement #CA-0765-9-8001)

California, State Of, **California Inventory of Historic Resources and California Historical Landmarks**, California Department of Parks and Recreation, Sacramento, 1976 and 1990, respectively.

California, State Of, **California Environmental Quality Act** (Chapter 1433, Statutes of 1970) Printed by California Council of Civil Engineers and Land Surveyors, Sacramento, 1985.

California, State Of, **California Points of Historical Interest**, California Office of Historic Preservation, Sacramento, 1986.

California, State Of, **California Historical Landmarks**, 1990 and updates.

California, State Of, **California Gold Camps**, 1975.

California, State Of, **California Place Names**, 1969.

California, State Of, **Surveys of Surveys, A Summary of California Historical and Architectural Resource Surveys**, Department of Parks and Recreation, Office of Historic Preservation, September, 1989.

Hoover, Mildred B., H.E. Rensch, E.G. Rensch, and W.N. Abeloe. **Historic Spots in California**, Fourth Edition, revised by Douglas E. Kyle. Stanford University Press, Stanford, 1990.

Thompson and West, **History of Sacramento County, California**. George Wright, editor, Thompson and West Publishing Company, Oakland, 1880.

California, State Of, **California Inventory of Historic Resources and California Historical Landmarks**, California Department of Parks and Recreation, Sacramento, 1976 and 1990, respectively.

City of Sacramento Planning And Development Department, Draft Environmental Impact Report: Sierra Foundation Center. March 1992.

Environmental Protection Agency, Office of Water, National Water Quality Inventory: 1988 Report to Congress, April 1990.

San Francisco Estuary Project, State of the Estuary: a report on conditions and problems in the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, June 1992.

State Water Resources Control Board, California Environmental Protection Agency, Water Quality Assessment, May 18, 1992.

**11. LIST OF AUTHORS AND
PERSONS CONSULTED**

LIST OF AUTHORS AND PERSONS CONSULTED

REPORT AUTHORS

City of Sacramento, Environmental Services Division
and
Planning Dynamics Group (Consultants)

- Introduction
- Summary
- Project Description
- Alternatives
- Land Use and Consistency with Adopted Plans
- Transportation
- Air Quality
- Noise
- Cultural Resources
- Less than Significant Effects
- Growth Inducing Effects
- Cumulative Effects
- Unavoidable Effects

State Lands Commission, State of California

- Hydrology and Water Quality
- Biological Resources

California Archeological Inventory, North Central Information Center

- Cultural Resources Overview

PERSONS AND AGENCIES CONSULTED

Brad Shirhall, City of Sacramento, Department of Transportation
Dan Pskowski, City Arborist, City of Sacramento Tree Services
Rod Mayer, State Reclamation Board
Diana Jacobs, State Lands Commission
Kimland Yee, City of Sacramento, Department of Transportation
Grace Hovey, Project Planner, City of Sacramento
Gary Kuppola, Chief Ranger for the American River Parkway

APPENDIX

**NOTICE OF PREPARATION (NOP)
AND
INITIAL STUDY**

**COMMENTS RECEIVED IN RESPONSE
TO THE
NOTICE OF PREPARATION**

Memorandum

RECEIVED

Date : JAN 10 1994

JAN 14 1994

To : Mr. Dwight Sanders
State Lands Commission
1807 - 13th Street
Sacramento, California 95814

ENVIRONMENTAL SERVICES

From : THE RECLAMATION BOARD

Subject : Sacramento River Greenway Plan and River Parkway Plan,
SCH No. 93102086

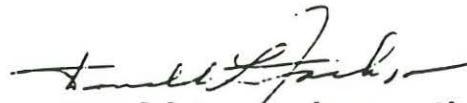
We have reviewed the Notice of Preparation for the subject project located on both sides of the Sacramento River from the Sacramento/Sutter County line to the Freeport area, and we have the following comments:

The project is located in an area over which The Reclamation Board has jurisdiction. Therefore, a Reclamation Board permit must be obtained prior to start of any work, including excavation and construction activities, within the Sacramento River project floodway, its levees, and within 10 feet landward of the landside levees toes, as required by Section 8710 of the California Water Code.

Also, The Reclamation Board does not permit structures within the project floodway, levees, and 10 feet landward of the landside levees toes and generally does not permit work within these project areas during the flood season from November 1 to April 15.

Thank you for the opportunity to comment. For further information, you may wish to contact Carol Redondo at the above address or telephone (916) 653-9898.

Sincerely,



Donald L. Jackson, Chief
Floodway Protection Section

cc: Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814

A-38
Projects Coordinator
The Resources Agency

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO

MS 41

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

TDD 916 741-4509

FAX no. 916 323-7669

Telephone 916 327-3859



November 29, 1993

ESAC222

Sacramento River Greenway Plan

City of Sacramento River Parkway Plan

NOP

03-SAC-various

Mr. Dwight Sanders, Chief
Division of Environmental Planning and Management
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Dear Mr. Sanders:

Thank you for this opportunity to review and comment on the above-referenced document.

The Environmental Impact Report should identify impacts of the proposed project on existing recreational and commuter bicycle routes and on the (Sacramento City/County) Bikeway Master Plan.

If changes are proposed, Caltrans would be interested to review and comment should there be any bike path connections to State Route 160.

Again, thank you for this opportunity to comment. If you have any questions, please contact Brigitte Jaensch at (916) 327-4576.

Sincerely,

JEFFREY PULVERMAN, Chief
Advanced Transportation
System Development

→ will
so
area
sh-e
Bik-
path



The BrokenHart Ranch
10660 Browning Street
Elverta, CA 95626

December 02, 1993

Dwight Sanders, Chief
Environmental Planning & Management
State Lands Commission
1807 13th Street
Sacramento, CA 95814

SUBJECT: Notice of preparation of a draft E.I.R. for
1. The Sacramento Greenway
2. The City Of Sacramento River Parkway Plan

As an actively involved member of several equestrian groups within the greater Sacramento area, I would like to take exception to Alternative #3, "Remove Equestrian Use From The Greenway/ Parkway."

There appears to be significant interest on the part of the equestrian community to see that equestrian use of the proposed trail system does in fact become an integral part of the proposed E.I.R., with greater emphasis than is currently exhibited. At present, Alternative #3 states that equestrian (Multi-Use) trails are planned where designated, then none are designated! This translates to effective elimination.

Alternative #3 suggests that a reduced impact on various levels of our environment will be effected by elimination of equestrian use of these trails, while we contend that the opposite is indeed true. We also suggest that the development and maintenance costs would be greatly reduced in the case of a multi-use trail, and find that documentation exists to support this supposition.

It would be hoped that some attention might be given the East Bay Regional Park District's success in planning and developing over 1100 miles of multi-use trails. Their outstanding record of cost reduction, and minimal liability exposure, would indeed warrant examination.

We cannot imagine an effective and accurate E.I.R. being brought to the table that did not include consultation with professionals in the design and construction of trails. Recent advances in accepted design suggest that the exclusion of such professional consultation might actually be extremely costly in the long run, both in initial development costs, and later update/modification.

Page 2.

It would certainly be wonderful to see the Sacramento area acting responsibly towards this project, and providing the best possible Multi-Use trail system. Perhaps if we do so, others might look to us as the leaders and innovators that should indeed be serving the needs of the entire population.

I look forward to seeing positive action on this issue in the very near future.

Cordially,



James B. Hart

NEIGH-Neighborhood Equestrian Interested In Governmental Harmony
Sacramento Horsemen's Association - Trail Riders
Pres. - Sacramento Off Road Equestrian Association
Responsible Trail Rider
Horse Owner

Dwight E. Sanders
Chief - Division of Environmental Planning and Management
State Lands Commission

12/02/93

Dear Mr. Sanders:

I have some real concerns regarding the intent of the NOP for the EIR for the Sacramento River Greenway and the Sacramento River Parkway.

Specifically, I am concerned about alternative 3, "Remove Equestrian Use from the Greenway/Parkway". This alternative singles out one user group for exclusion. This is discriminatory and unreasonable.

In addition, the Notice of Preparation uses the term "multi purpose trail" only once (on page 22), even though this is the least expensive type of trail to install and maintain. Also, multi use trails have less environmental impact and are more compatible with nature areas and riparian restoration.

It is important that a person familiar with multi use trails be included on the EIR committee. This concept, multi use trails, is not currently included or dealt with in the NOP.

I am requesting that alternative 3 on page 2 of the NOP be reworded, so it does not discriminate against a single user group. I'm also requesting that multi use trails be considered in both the Sacramento River Parkway and the Sacramento River Greenway EIR. Lastly, I'm requesting that a person familiar with the impacts of multi use trails be included in the EIR committee.

Sincerely,
Charlea R. Moore



California Gymkhana Association
NEIGH
CSHA

South County Horsemen's Association
Trails Task Force - Rio Linda/Elverta
Advisory Council - Dry Creek Parkway

NEIGH

Neighborhood Equestrians Interested in Governmental Harmony

November 28, 1993

Dwight E. Sanders, Chief
Environmental Planning and Management
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Dear Mr. Sanders:

On behalf of the **NEIGH** organization and the Sacramento Horsemen's Association I would like to express our disappointment that the equestrians have been excluded from the **SACRAMENTO RIVER GREENWAY** and the **CITY OF SACRAMENTO RIVER PARKWAY** plan. (Reference SCIT #93102086)

We feel that the **SACRAMENTO RIVER GREENWAY** plan should be a multi-use trail which would include equestrian usage. Multi-use trails have been established in several other areas and have been very successful. With proper construction this trail can be built for all to enjoy.

The **SACRAMENTO RIVER GREENWAY** will be a wonderful asset for Sacramento and a long needed trail system from North to South counties of which equestrians would like to use and will be glad to help in any way possible to expedite this project.

Thank you for your consideration on this subject. If you have further questions, please call me at 916/483-1933.

Sincerely,



Suzanne Oppegard
President
Neighborhood Equestrians Interested in Governmental Harmony

SO:alg

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO
MS 41
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
TDD 916 741-4509
FAX no. 916 323-7669
Telephone 916 327-3859



November 29, 1993

ESAC222
Sacramento River Greenway Plan
City of Sacramento River Parkway Plan
NOP
03-SAC-various

Mr. Dwight Sanders, Chief
Division of Environmental Planning and Management
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Dear Mr. Sanders:

Thank you for this opportunity to review and comment on the above-referenced document.

The Environmental Impact Report should identify impacts of the proposed project on existing recreational and commuter bicycle routes and on the (Sacramento City/County) Bikeway Master Plan.

If changes are proposed, Caltrans would be interested to review and comment should there be any bike path connections to State Route 160.

Again, thank you for this opportunity to comment. If you have any questions, please contact Brigitte Jaensch at (916) 327-4576.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Pulverman".

JEFFREY PULVERMAN, Chief
Advanced Transportation
System Development

RIO LINDA-ELVERTA RECREATION AND PARK DISTRICT
810 Oak Lane
Rio Linda, CA 95673
(916) 991-5929 Fax: 991-2892

Sacramento County Dependent Recreation and Park District

November 22, 1993

Dwight E. Sanders, Chief
Environmental Planning and Management
STATE LANDS COMMISSION
1807 13th Street
Sacramento, CA 95814

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report for:

1. The Sacramento River Greenway and
2. The City of Sacramento River Parkway Plan (reference SCIT #93102086)

As a representative of a number of equestrian groups in the Sacramento area, I wish to express my disappointment with Alternative #3, "Remove Equestrian Use From the Greenway/Parkway". The management group has singled out equestrians as the source of their problem, when in fact it should state "Remove Multi-Use Trails From the Greenway/Parkway".

This is certainly representative of the City's response to our concerns and suggestions to truly make the Sacramento Greenway a regional facility and a Greenway to be used by all citizens in both Yolo and Sacramento County. Attached is a letter from Michelle Nelson with maps, plus my response. After a number of meetings regarding multi-use trails, we still in up with Alternative #3.

Alternative #3 states that the physical impacts created by equestrian use would be eliminated in those areas of the Greenway and Parkway not currently planned for horses. If you read through the Greenway Draft Plan there is no plan for equestrian use or multi-use trails in any part of the document. It states that equestrian (multi-use) trails are planned where designated, but none are designated. } 90-7 } 100 }

Alternative #3 states that the potential impacts to the habitat, water quality, and the potential for erosion would be reduced without equestrian trails. What impacts? Compared to the construction of a paved trail, a multi-use trail would have minimal impact, if any at all. Construction cost of a paved asphalt or concrete trail is double that of a multi-use trail. Maintenance of a paved trail is almost ten times as much. These figures have been documented and do support this claim. } check }

Cost not a factor

East Bay Regional Park District, which is known nationally for its trails, manages over 1100 miles of trails. All the trails are classified as multi-use and are open to equestrians. In terms of liability, East Bay records show that the majority of serious accidents have been as a result of solo bicyclist or bicycle versus bicycle. Of the equestrian accidents reported in 1992 only two were the result of a trail conflict. None of the equestrian accidents involved a conflict with a cyclist.

As you are aware, nine out of ten bicycles sold today are the "mountain bike" type and mountain bikes are cable of using multi-use trails as easily as paved. Today many of the walkers, runners, and cyclist prefer the softer surface of a multi-use trail.

I hope that part of the EIR will be to consult with professionals in the design and construction of trails. There have been many improvements over the last year, that should be considered. Without a trails expert on the EIR team, many new ideas and techniques will be lost. Today the most accepted design for urban trails is a 10 to 12 foot wide concrete bikeway with an adjoining 4 to 8 foot smoothly graded earth or crushed rock trail for those who wish to be off the higher speed trail.

Two opposing responses have always greeted trail promoters. First, is what we are now seeing from the City, a negative reaction that there might be possible user conflict and a ban for everyone but pedestrians and bicycles. Or second, we have the positive approach similar to East Bay Regional Park District, that trails are for everyone and that a practical design with realistic widths, gradients, and straight lines can include both paved and unpaved trails in a greenway corridor.

Please review these concerns with the same commitment that I and other equestrians have to ensure that multi-use trails are not overlooked in the Sacramento Greenway. This opportunity to design and create a north/south connection can not be lost.

Sincerely,



William P. Katen,
NEIGH - Neighborhood Equestrian Interested in Governmental Harmony
South County Horsemen's Association
Sacramento County Equine Mediation Board
Horse Owner



DEPARTMENT OF PARKS
AND COMMUNITY SERVICES

WALTER S. UTDA
ACTING DIRECTOR

CITY OF SACRAMENTO
CALIFORNIA

1231 I STREET
SUITE 400
SACRAMENTO, CA
95814-2977

PH 916-264-5200
FAX 916-264-7613

DIVISIONS:
GOLF
CROCKER ART MUSEUM
HISTORY AND SCIENCE
METROPOLITAN ARTS
SACRAMENTO ZOO
PARKS AND RECREATION
• NORTH
• SOUTH
• CITY-WIDE

MEMORANDUM

June 22, 1993

Bill Katen
Rio Linda-Elverta Recreation & Park District
810 Oak Lane
Rio Linda, CA 95673

Dear Bill:

At our meeting on May 21, 1993, you and the other equestrian interests asked the various jurisdictions to provide you with information which would provide you with the tools to formulate a proposal for a "north-south equestrian trail link" within the Greenway boundaries. The information enclosed should assist you in evaluating the physical constraints and policy considerations within each jurisdiction relating to the development of equestrian trails.

The County of Sacramento, in general, does not see any areas within the Greenway boundaries which would conflict with equestrian uses. The Stone Lakes National Refuge site, which is outside of the Greenway plan boundaries, could accommodate equestrian uses, however, your group will need to work directly with the Fish and Wildlife Service in the planning of these trails. Additionally, access to Stone Lakes on horseback would most likely be through land owned by the Regional Sanitation District. Equestrian groups will need to work directly with staff from the District to see how trails could be accommodated.

Yolo County has provided the attached statement regarding the use of levee/berm areas for equestrian trails under their jurisdiction.

The City of West Sacramento has provided you with a copy of their Bicycle & Pedestrian Path Master Plan and Parks Master Plan. The maps, diagrams and associated policy statements should assist you in your evaluation of possible locations for equestrian trails.

The City of Sacramento has provided area maps which indicate the various opportunities and constraints associated with the levee area, privately owned lands, and access points. Also noted are areas where various uses may be in conflict.

Hopefully, the enclosed information will be of some assistance to you. It would be helpful if any specific ideas or proposals formulated from your group could be submitted by July 12, 1993 to Grace Hovey, 1231 I Street, Suite 300, Sacramento, CA 95814. This deadline is so that the Notice to Proceed can include your comments. If you have any questions regarding the enclosed information, please contact the appropriate person below.

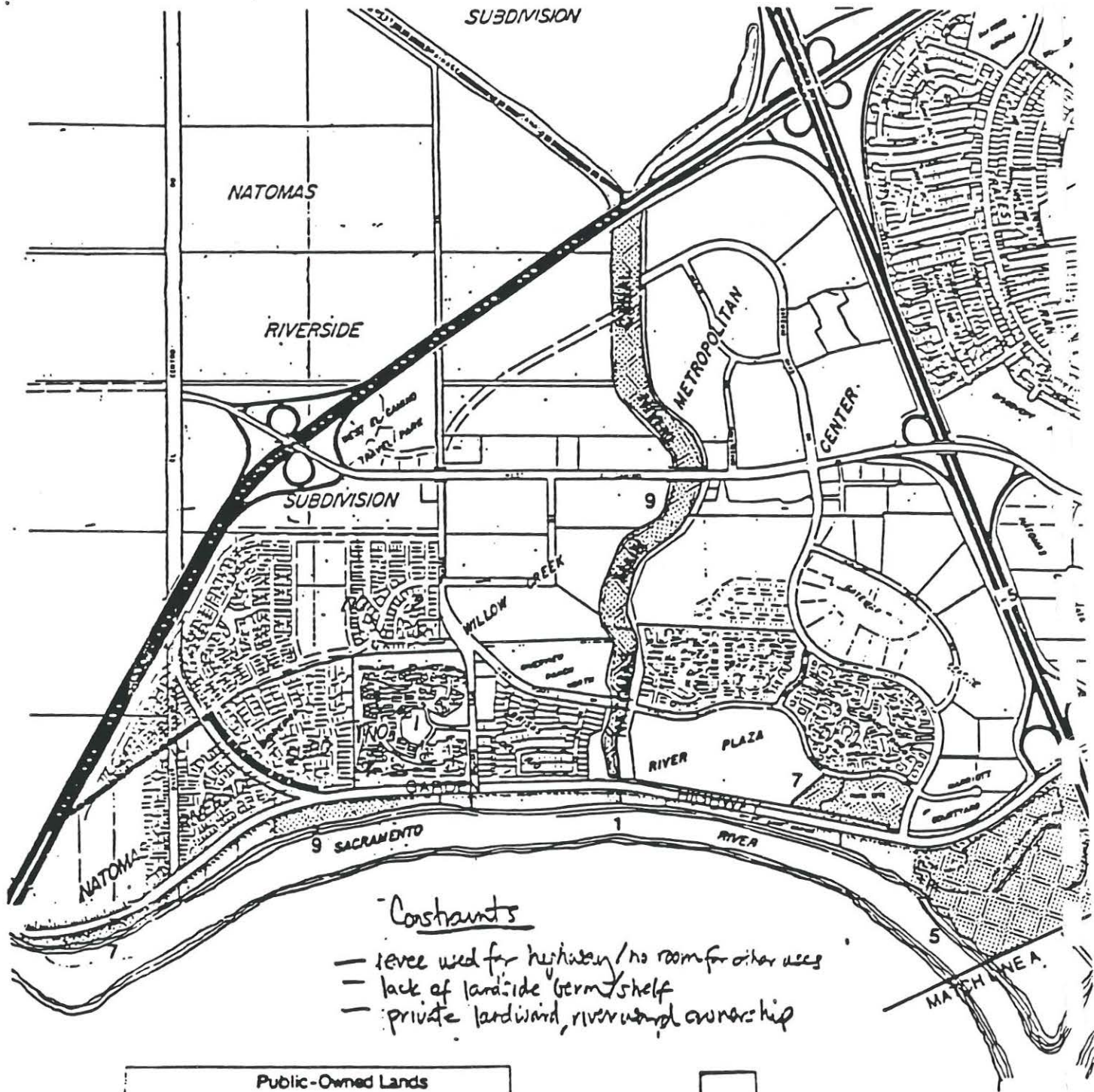
Sincerely,



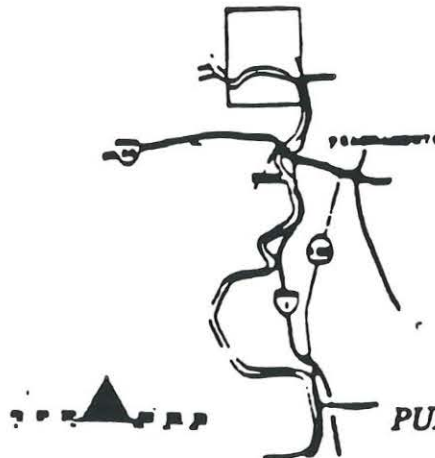
Michelle Nelson
Administrative Analyst

cc: Earl Balch, Yolo County, 666-8115
Roy Imai, Sacramento County, 366-2061
Dan Gorfain, State Lands Commission, 322-7829
Don Schatzel, West Sacramento, 373-5860
Walt Ueda, Sacramento, 264-5385

S. NATOMAS AREA



- | | |
|---|--|
| 1 | U.S.A. |
| 2 | State of California/Dept. of General Services |
| 3 | State of California/SLC |
| 4 | State of California/Dept. of General Services and Parks and Recreation |
| 5 | County of Sacramento/Discovery Park |
| 6 | City of Sacramento/Miller Park |
| 7 | City of Sacramento |
| 8 | City of Sacramento/Meadowview STP |
| 9 | Reclamation District 1000 |

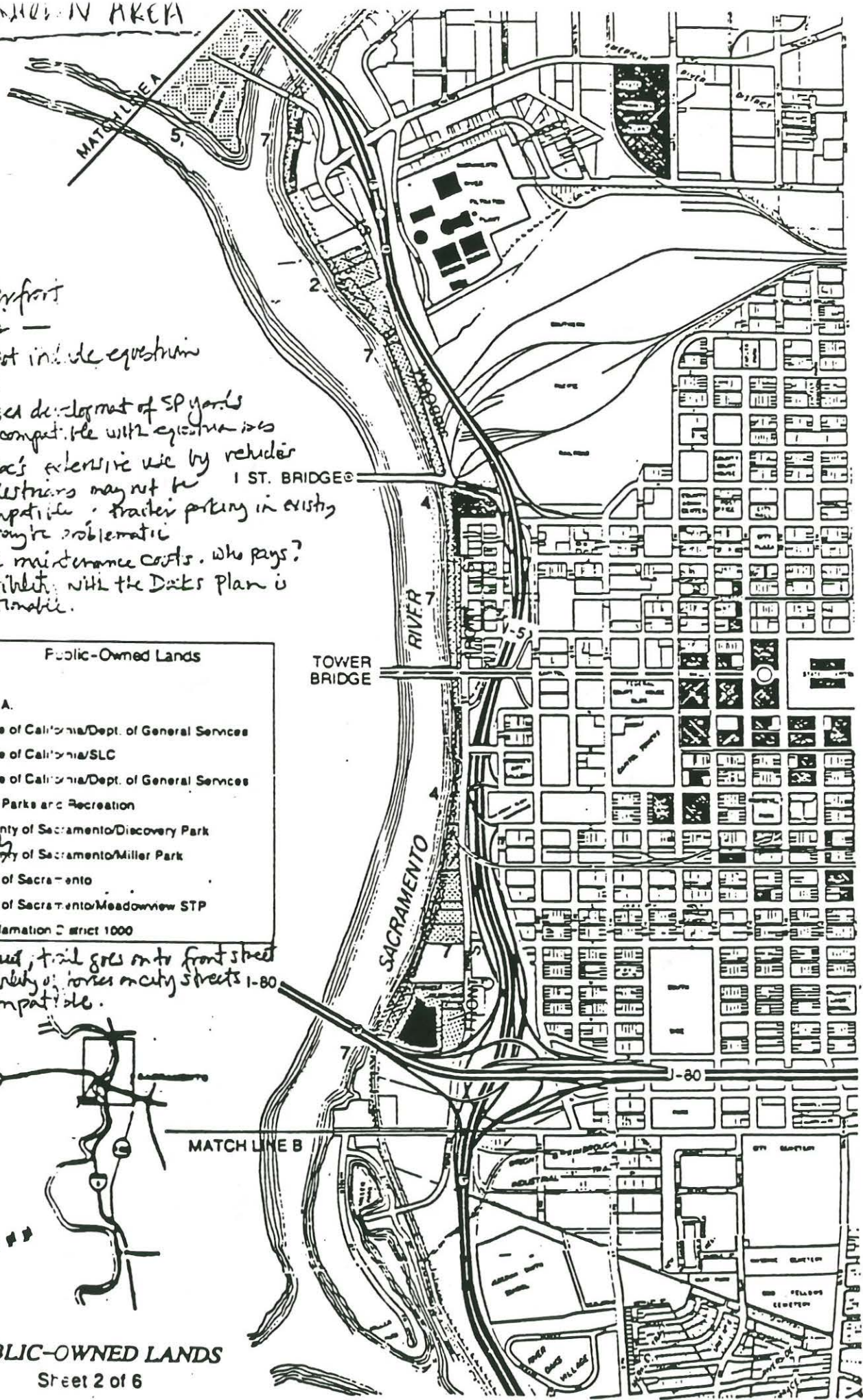
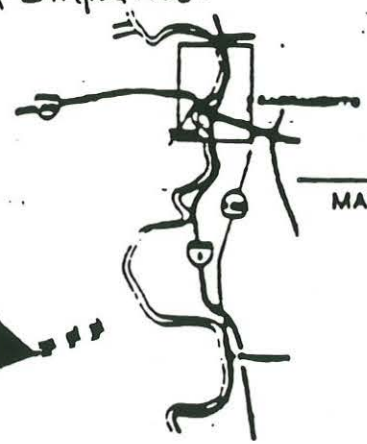


Urban Waterfront
Designation —

- 1) does not include equestrian uses
- 2) proposed development of SP yards not compatible with equestrian uses
- 3) old Sac's extensive use by vehicles + pedestrians may not be compatible - trailer parking in existing lots may be problematic
- 4) Add'l maintenance costs. who pays?
- 5) compatibility with the Daker Plan is questionable.

| Public-Owned Lands | |
|--------------------|--|
| 1 | U.S.A. |
| 2 | State of California/Dept. of General Services |
| 3 | State of California/SLC |
| 4 | State of California/Dept. of General Services and Parks and Recreation |
| 5 | County of Sacramento/Discovery Park |
| 6 | County of Sacramento/Miller Park |
| 7 | City of Sacramento |
| 8 | City of Sacramento/Meadowview STP |
| 9 | Reclamation District 1000 |

4) At J street, trail goes on to front street
compatibility of horses on city streets 1-80
not compatible.

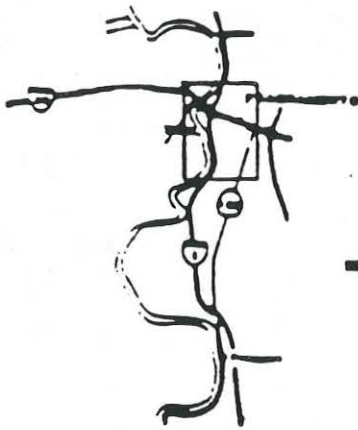


① Parking at Miller Park could accommodate trailers.

Public-Owned Lands

- 1 U.S.A.
- 2 State of California & Dept. of General Services
- 3 State of California & SLC
- 4 State of California & Dept. of General Services and Parks and Recreation
- 5 County of Sacramento/Discovery Park
- 6 County of Sacramento/Miller Park
- 7 City of Sacramento
- 8 City of Sacramento/Meadowview STP
- 9 Reclamation District 1000

② No access points from Miller Park to Sullaville Rd (1.5 miles)

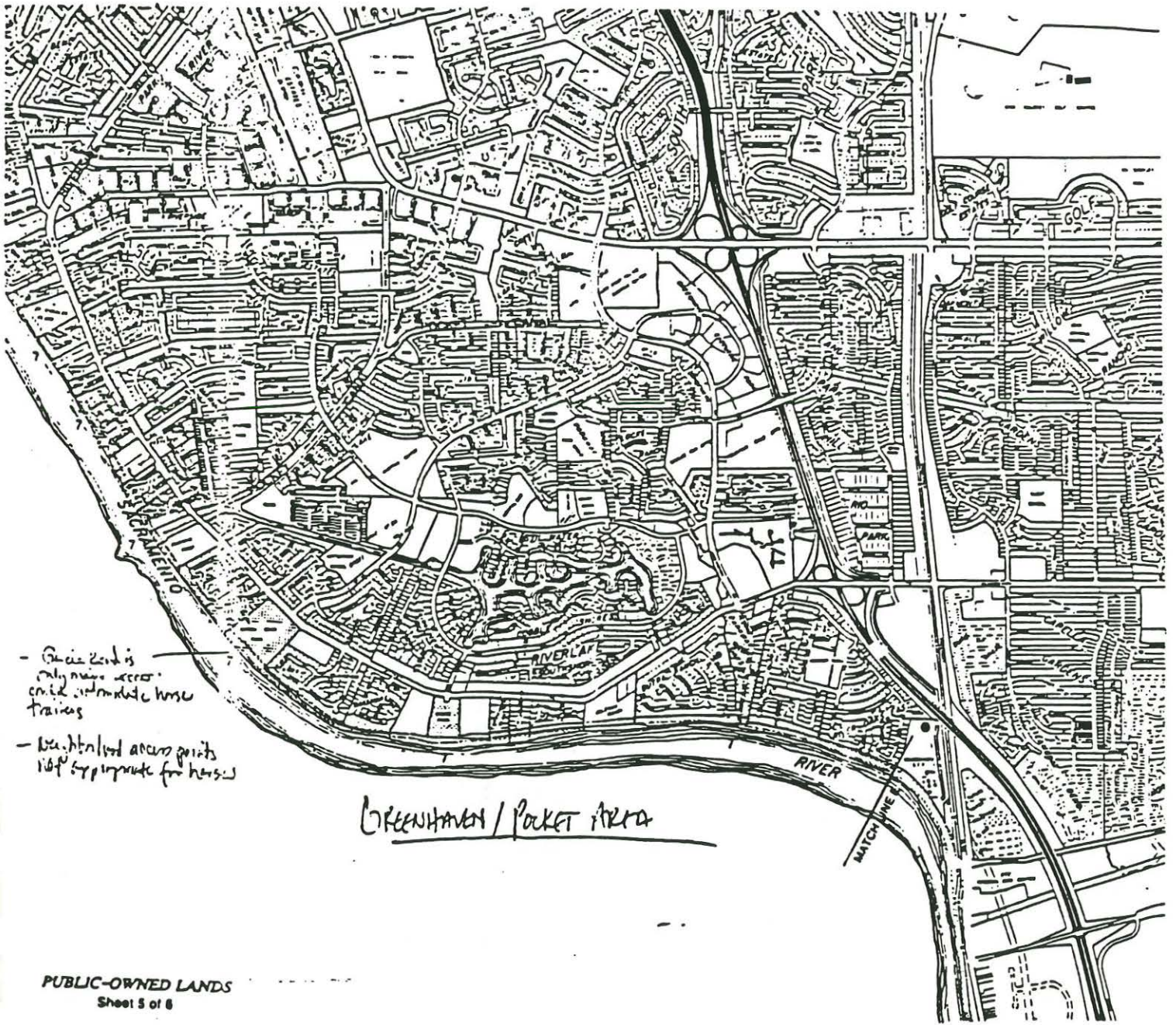


PUBLIC-OWNED LANDS

Sheet 3 of 6

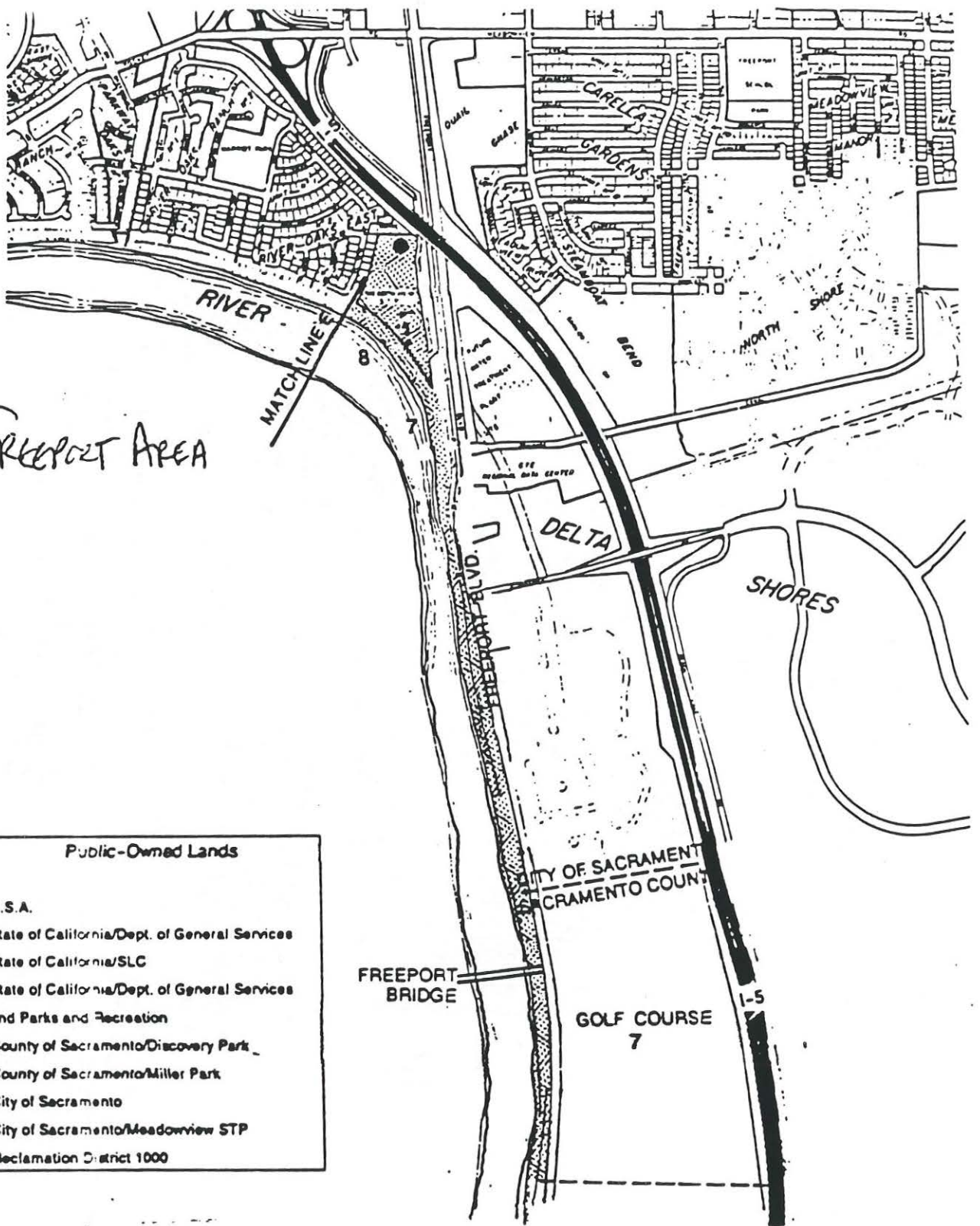
③ Bike trail goes into Riverside Blvd. Not appropriate for horses.





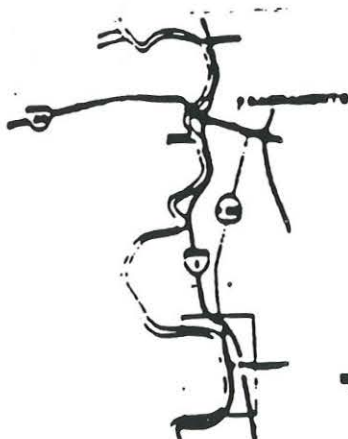
- Greenhaven is only minor access could accommodate horse trails
- highlighted areas points not appropriate for horses

GREENHAVEN / POCKET AREA



FREEPORT AREA

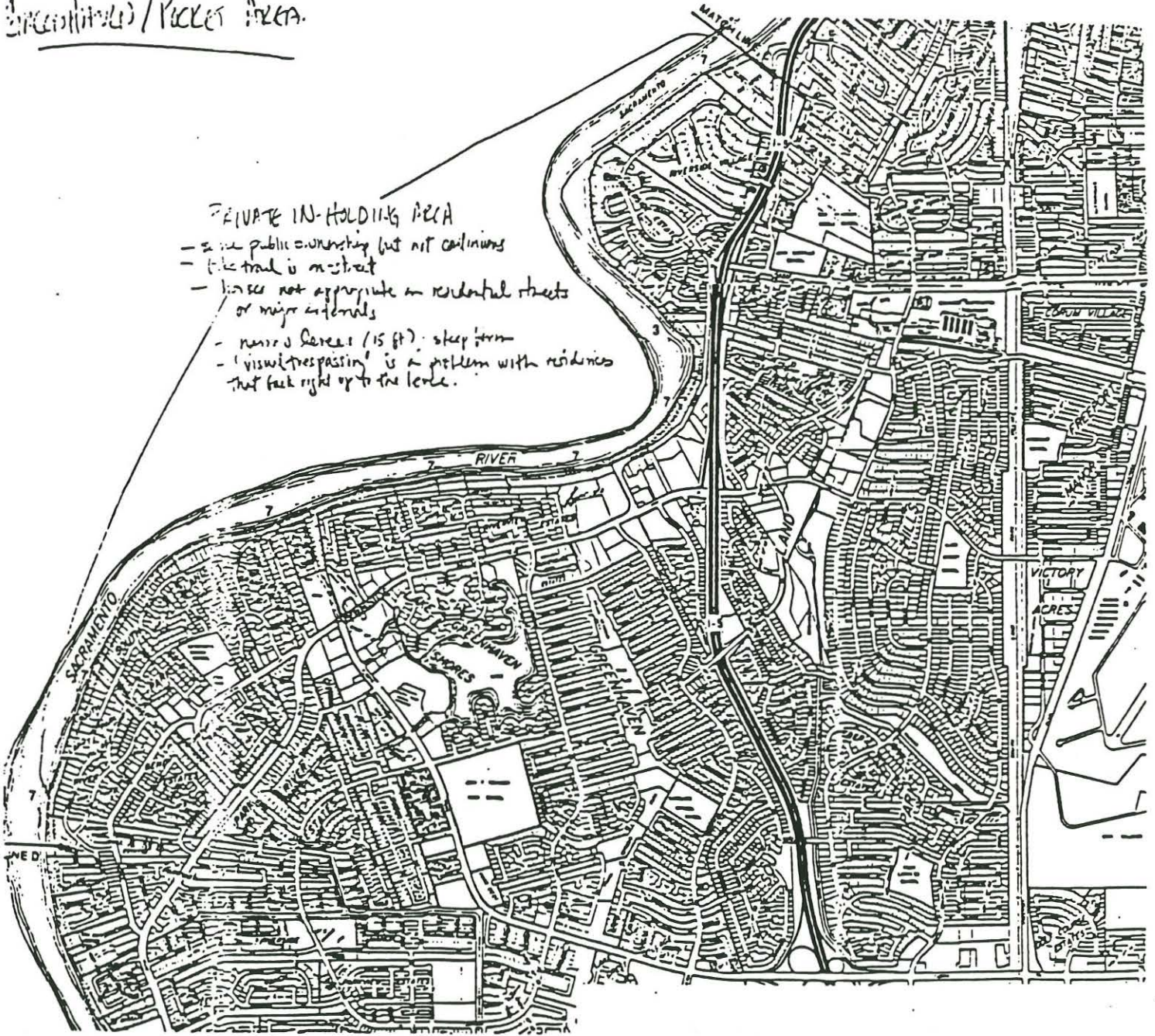
- Public-Owned Lands**
1. U.S.A.
 2. State of California/Dept. of General Services
 3. State of California/SLC
 4. State of California/Dept. of General Services and Parks and Recreation
 5. County of Sacramento/Discovery Park
 6. County of Sacramento/Miller Park
 7. City of Sacramento
 8. City of Sacramento/Meadowview STP
 9. Reclamation District 1000



Greenland/Picker Area.

PRIVATE IN-HOLDING AREA

- some public ownership but not continuous
- bike trail is on street
- houses not appropriate on residential streets or major arterials
- narrow lanes (15 ft): steep form
- 'visual trespassing' is a problem with residences that back right up to the lane.



RIO LINDA-ELVERTA RECREATION AND PARK DISTRICT
810 Oak Lane
Rio Linda, CA 95673
(916) 991-5929 Fax: 991-2892

Sacramento County Dependent Recreation and Park District

August 18, 1993

Grace Hovey
1231 I Street, Suite 300
Sacramento, CA 95814

Dear Ms. Hovey,

I apologize for the delay in response to your letter dated June 22, 1993, but as you are aware it is tough to get everybody together during the summer months. We have reviewed the material mailed to me by Michelle and see little or no problem including equestrian uses in most areas of the Greenway.

As for the Stone Lakes National Refuge and Regional Sanitation District connection equestrians have been working with South County Horseman's Association and Elk Grove Park and Recreation Department to secure a multi-use trail.

We appreciate Sacramento County's analysis that a multi-use trails could be accommodated in their section. West Sacramento's Recreation Trail, if it included equestrian usage would solve a number of problems. Currently, the West Sacramento Bicycle and Pedestrian Master Plan states that the Reclamation District does not allow equestrian use of trails that are on levees. This would be a major problem that should be resolved by the Sacramento Greenway agencies and equestrian groups.

Equestrians appreciate Yolo County's commitment to include multi-use trails in their plans for the Greenway and the entire county.

The City of Sacramento listed a number of concerns regarding equestrian uses in the city limits. The following are some general statements regarding the constraints listed.

1. Equestrians do not need staging areas every few miles. The staging areas at Elkhorn Boat area, Discovery Park, Miller Park, and Garcia Bend would be sufficient.

2. Equestrians, if they are aware of trail limits or path can use their own judgement on whether the horse can handle the traffic or constraints listed.
3. Equestrians do not request that the agencies supply multi-use trails, if constraints don't allow Class I Bike Trails.
4. It is recommended that multi-use trails become part of the Sacramento Greenway Plan and that the multi-use trails get the same priority as bike trails.
5. Horses can walk on bike trails or on pavement, if allowed.
6. Proposed development of Southern Pacific Yards could include multi-use trails to connect Discovery and the Sacramento Greenway.
7. The cost of maintenance for multi-use trails is much lower than bike path maintenance. Who pays for the maintenance of bike paths?
8. Old Sacramento would be a great location to have equestrians riding through, on their way south and north. A big tourist attraction.
9. The Docks Plan could include multi-use trails.
10. In most cases the multi-use trails could follow the rail trail from Old Sacramento to Freeport.

Finally, equestrians are not unreasonable people and feel that there are ways to accommodate a north/south multi-use trail. I know that constraints can be found within any project, but I feel that it is our responsibility to find solutions. With your assistance, I believe that the constraints can be overcome in the process.

We are all aware of the problems with private ownership claims of river front property at the current time. If and when this claim is finally settled, hopefully multi-use trails will be considered for these areas.

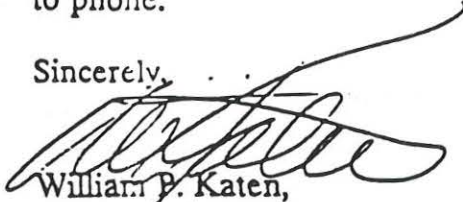
a solution?

The major concern is still the north/south connection. The South Natomas Canal, Dry Creek Parkway, and American River Parkway all lead to Discovery Park. The route south to Freeport is a major concern, I am sure that the equestrians do not care if the route is on the east or west side of the Sacramento River. If it is possible to use "I" Street Bridge to cross to Yolo County and follow the West Sacramento recreation trail to Freeport bridge. This would allow the trail to connect with the Laguna Trail system. The present policy of the Reclamation District not to allow horses on levees would have to be solved.

I will make the proposal of developing a multi-use trail classification, much like the Bikeway I, II, III system to the horse organizations that attended the last Greenway meeting. I will report back on my progress.

Thank you for your time and consideration. If you have any question, please do not hesitate to phone.

Sincerely,



William P. Katen,
Administrator

WKP/crp

RECEIVED

DEC 3 1993

Sacramento River Parkway Advocates

425 Camelia River Way • Sacramento, CA 95831 • 916/427-7095

December 2, 1993

Dwight E. Sanders
Chief of Division of Environmental Planning and Management
State Lands Commission

Grace Hovey
City Planning
1231 I Street, Room 300
Sacramento, CA 95814

RE: Notice of Preparation (NOP) of Draft Environmental Impact Report for
Sacramento River Greenway and Parkway

Thank you for the opportunity to review the NOP for the draft environmental impact report for the Sacramento River Greenway and Parkway. The Sacramento River Parkway Advocates have been involved in various aspects of the formulation of three different planning efforts involving the Sacramento River: The City/County 2010 Master Bikeway Plan and its environmental impact report; the State Lands Commission's Sacramento River Greenway Plan; and the City's Sacramento River Parkway Plan. We have been involved in the City working group on the Parkway.

These experiences have provided us with first hand knowledge of the resources, opportunities and constraints of the Sacramento River ecosystem.

Please consider the following comments in your preparation of the draft EIR.

1. Alternatives. We recommend Alternative #3 include an evaluation of the potential conflicts between equestrian users and other users such as pedestrians and bicyclist. In other trail systems conflicts between equestrian users and bicyclist/pedestrians has resulted in a ban on the use for trails by bicyclist/pedestrians (e.g., trails in the American River Parkway).

We recommend that Alternative # 4 (Remove Greenway/Parkway Development Between the Levee Crown and the River's Edge) be clarified. Would this alternative allow a multi-use trail to be constructed on top of the crown of the levee? If a bicycle trail would not be allowed on the levee berm

to reduce the physical impacts to riparian habitat then a pedestrian trail could not be allowed.

2. The list of applicable EIR's that has analyzed the impact of proposed development within the Greenway Plan boundaries should include the City/County 2010 Bikeway Master Plan EIR.
3. The NOP fails to consider that the development and implementation of the Sacramento River Parkway/Greenway would have a significant beneficial impact on the environment, including restoration and enhancement of the habitat, improving the air quality through providing alternative means for trips by bicycle, and improving the recreational opportunities. We request these beneficial impacts be addressed in the EIR.
4. Scope of the EIR

a. Land Use, Zoning and Adopted Plans. The implementation of the Sacramento River Parkway/Greenway with a multi-use trail would NOT have a significant impact on the existing residential areas. A review of reports evaluating other trails in residential areas (e.g., Burke-Gillman Trail in Washington) indicates no significant negative impact. In fact implementation of the Parkway/Greenway with multi-use trail will enhance the value of existing residential development.

Privacy concerns raised by opponents of the Sacramento River Parkway/Greenway are not valid. In two areas (Little Pocket area and the Greenhaven area) where these opponents live, many of the residents have addressed the question of privacy by the use of fencing and landscape screening.

A few property owners along the river have improvements on the river side of the levee, including boat docks. Based on personal observations of members of the Sacramento River Parkway Advocates there are less than ten private boat docks. Where boat docks do exist, gates are often placed on the ramp to prevent unauthorized access. Access to boat docks from those using the river does exist. Currently, there is unauthorized and uncontrolled access to the levee and the river. We support the benefit controlled access and security resources that a parkway and trail system will bring for both the adjacent neighbors and the habitat. We strongly believe the EIR should take this positive effect into account. We request that an expert opinion on the security/access be solicited from the police department to supplement the anecdotal accounts of neighboring people before this issue is determined to be a significant and unavoidable impact.

The homeowners unfounded concerns of significant privacy impacts along the parkway should NOT be considered a significant and unavoidable impact, but rather should be considered mitigatable.

The State Reclamation Board has adopted standards for encroachment to protect the integrity of the levee for flood protection. The State Reclamation Board requires all fences be at least 10 feet beyond the toe of the levee and that fences be "see-thru" fences. Based on personal observations of members of the Sacramento River Parkway Advocates, these standards are not fully enforced. There exist many illegal encroachments. Privacy problems enhanced by illegal encroachments should not be a determination of significance.

b. Air Quality. If a multi-use trail is adopted and aggressively implemented there's an opportunity make improvements in the regional air quality, decrease consumption of energy and provide relief for the increasing traffic congestion. The Sacramento River Parkway bike path would be as popular as the American River Parkway bike path which has become a major corridor for bicycle commuters.

c. Noise. The implementation of the Sacramento River Parkway/Greenway would NOT have any significant noise impact on the residential areas. In the case of the proposed Sacramento River bikeway there is more noise coming from watercraft using the Sacramento River, automobiles traveling in front of the residential development, and neighbors using power lawnmowers, leaf blowers, etc than would ever result from "shouts or conversations between bicycle riders" using the bike path.

The homeowners unfounded concerns of increased noise levels along the parkway resulting from implementation of a multi-use trail should not be considered a significant and unavoidable impact. Those preparing the draft EIR should determine the impact of noise by visiting the American River Parkway bike path, the Greenhaven Seymour Parkway and the Pocket Canal bike path to listen for any significant noise impact from users of the bike path. These are similar to the Sacramento River Parkway since there are segments of each of these pass near homes.

d. Biological Resources. We are encouraged that the NOP indicates the draft EIR will identify the beneficial impacts such as habitat protection and restoration due to the proposed project. We hope the draft EIR will also identify and evaluate other beneficial impacts (air quality, traffic circulation and public recreation) of the proposed project.

Any additional noise or glare resulting from the implementation of the Sacramento River Parkway/Greenway would be insignificant and would not exceed thresholds for adverse impacts to biological resources. The biological resource thresholds should not prohibit implementation of a multi-use trail if managed properly.

e. Light and Glare. It is possible that new lights might be placed along the Sacramento River Parkway/Greenway. However, the glare from any new lights would be insignificant and would be less frequent than those along adjacent residential streets.

f. Traffic and Circulation. The draft EIR should discuss the elimination of existing conflicts between bicyclist and vehicular traffic along on-road bike lanes/intersections when the off-street bikeway is implemented. Safety issues related to bicycle safety and conflicts with vehicular traffic are important and should be addressed in the draft EIR. Off-street bikeways help minimize these conflicts. Statistics show that bicyclists riding on the wrong side of the road was the primary factor in 39 percent of the reported accidents. The majority (52 percent) of bicycle accidents that occurred in unincorporated portions of the county of Sacramento for 1988 took place at intersections. It is at these locations that the potential for bicycle and vehicular conflicts exists. For experienced bicyclists, recreational or commuter, riding on streets may be preferred. However, off-street bikeways offer safety for those who are concerned about potential bicycle and vehicle accidents. This is especially true for families with young children. This is one of the reasons that the American River Parkway is considered an excellent recreational resource and is one of the most used parks in northern California. The proposed bikeway along the Sacramento River Parkway would provide a similar safe bike route for families. The EIR needs to comprehensively evaluate the safety benefits of this proposed bikeway.

g. Environmental Impact Assessment Checklist. The "NO" column should be marked for the following:

- A.7. - Exposure of people or property to geological hazards
- B.1. - Substantial air emissions or deterioration of ambient air quality
- C.9. - Exposure of people or property to water-related hazards
- F.1. - Increase in existing noise levels
- G.1. - The production of new light or glare
- M.6. - Increase in traffic hazards to motor vehicles bicyclist, or pedestrians
- Q.2. - Exposure of people to potential health hazards

h. Mitigation Measures. The following mitigation measures should be discussed in the draft EIR:

1. Adopt and implement a policy requiring new development adjacent to proposed off-street bikeways be designed in such a manner to minimize land use conflicts and maximize use of the bikeways for recreational and commuter uses. This has generally be the informal policy of the City of Sacramento since 1977 with regards to the Sacramento River Bikeway. Any new development proposals along any of the proposed off-street bike trails including the Sacramento River Parkway should provide for a recreational easement, adequate setbacks and landscaping requirements to minimize conflicts.

2. Adopt and implement a policy requiring use of fencing and buffers along off-street bikeways which are adjacent to residential development. There are sections of the American River Bikeway and along the proposed Sacramento River Bikeway where such fencing and

vegetative buffers greatly improve the privacy of the residents. The City of Sacramento and the County should aggressively pursue this mitigation measure.

3. Adopt and implement a policy requiring the project planning of the off-street bikeways to consider appropriate routing to minimize conflict with existing residential development. In the case of the Sacramento River Parkway in the two areas which are still in private ownership, a berm exists on the river side of the levee. It may be possible to design and construct the multi-use trail on the berm in many areas thus improving the privacy of the existing residents.

4. Adopt and implement a policy supporting a "users patrol" to assist the law enforcement agencies. Because of concerns of users of the American River Bike Trail near the Discovery Park, a bike users patrol has been formed to ensure safety for concerned users. This type of patrol could be expanded under the auspices of local government to further assist the law enforcement agencies. Similar mountain bike patrols assist various agencies in patrolling mountain bike routes in southern California and in the San Francisco Bay area.

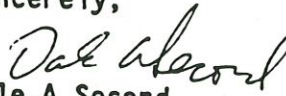
5. Adopt and implement a policy requiring installation of solar cellular phones along existing and future off-street bikeways. These are presently installed along portions of the American River Bike Trail and have proven successful in timely reporting accidents and crimes.

6. Adopt and implement a policy requiring trail signs or trail markings to indicate mileage location and addresses of residential development adjacent to bikeways. This would allow trail users to provide accurate information to law enforcement agencies on the location of problems. Fred Arthur, Deputy Chief of the City Police suggested the use of residential addresses along bike trails.

7. Adopt and implement a policy encouraging neighborhood support groups to assist in the maintenance of off-street bikeways. This has recently been done by the County of Sacramento for the Sand Cove beach area of the Sacramento River.

Thank you for the opportunity to provide comments on the NOP for the draft EIR for the Sacramento River Greenway and Parkway. Please keep our organization informed on the progress of this important effort.

Sincerely,


Dale A Secord

SACRAMENTO RIVERFRONT ASSOCIATION

A Non-Profit Unincorporated Association

7360 Pocket Road

Sacramento, CA 95831

Phil Hiroshima, Chairman
Rosie Nielsen, Secretary
Janet Gordon Boyer, Treasurer

December 6, 1993

Board of Directors

Janet Gordon Boyer
393-5933

Wayne Brown
442-0933

Leon Corcos
442-5758
447-5205

Phil Hiroshima
395-2939
923-2223

Michael Kvarme
422-7679
441-0131

Mac McKinnes
391-1334

Rosie Nielsen
421-2130
557-0588

Ann O'Neil
391-6274

Charles Zell
441-0428

Mrs. Grace Hovey
Sacramento Planning and
Development Department
1231 I Street, Room 300
Sacramento, California 95814

Re: NOP for EIR
Sacramento Parkway Plan

Dear Grace:

I would like to comment on the proposed EIR study for the Sacramento Parkway Plan through the Little Pocket and Greenhaven/Pocket areas.

As you are aware, I represent the Sacramento Riverfront Homeowners Association in the PIA (private inholding area) status that is delineated in the draft Plan of October, 1993. I request that you study the following:

1. How you will mitigate the security issues in the Little Pocket and Greenhaven/Pocket areas considering the lack of access except at the extreme ends of the PIAs.

2. Please study the issue of privacy in the Little Pocket and Greenhaven/Pocket areas and how it can be mitigated.

3. I also request that you study how the Seymour Park and Pocket Canal offstreet bike trails can be utilized to go around the private inholding areas in the Little Pocket and Greenhaven/Pocket areas.

4. Please evaluate the security issues addressed in the draft Sacramento River Parkway Plan; more specifically, how the police authorities will open and close the Parkway in the private inholding areas and also insure that the users of the Parkway in the private inholding areas are removed from those areas.

Mrs. Grace Hovey
December 2, 1993
Page 2

5. Relative to the narrow strip of land between the homes and the private inholding areas and the levee, I request that you address how the configuration, maintenance and integrity of the levee will be affected by the multi-use Parkway.

6. Please review and study how the parkway in the PIA will effect the value of the homes due to the loss of privacy and increase of security risks.

I wish to thank you in advance for your consideration of these matters. If you have any questions concerning any of the above, please feel free to contact me.

Very truly yours,

SACRAMENTO RIVERFRONT ASSOCIATION



Phil Hiroshima, Chairman

PH:css

cc: Terry Kastanis, District 7
Jimmie Yee, District 4



SMUD

SACRAMENTO MUNICIPAL UTILITY DISTRICT □ P. O. Box 15830, Sacramento CA 95852-1830, (916) 452-3211
AN ELECTRIC SYSTEM SERVING THE HEART OF CALIFORNIA

December 2, 1993

ENV93-003

City of Sacramento
Environmental Services Division
Attn: Grace Hovey
1231 I Street, Room 301
Sacramento, CA 95814

Comments on Draft Sacramento Parkway Plan

Dear Ms. Hovey,

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to review and comment on the Draft Sacramento River Parkway Plan. According to the information provided, the goal of the Plan is to provide for public use of the parkway while preserving the natural habitat.

At this time it appears that the project will involve no unusual electrical demands. In the future close coordination should be continued with SMUD. The primary SMUD contact for information on electrical facilities in this area is Bruce DeSelle at (916) 732-5736.

Please ensure that the information provided above is conveyed to all interested parties. If you have questions regarding this letter, please contact me at (916) 732-6863.

Sincerely,

Michael L. Braun

Michael L. Braun
Environmental Specialist

File 421.14
SACRIVER.PLN

bc: D. Oto MS 30
B. DeSelle MS 57
K. Shorey MS 30
P. Frost MS 30



DEPARTMENT OF
UTILITIES
ENGINEERING SERVICES

CITY OF SACRAMENTO
CALIFORNIA

500 FREEPORT BLVD.
SUITE 100
SACRAMENTO, CA
95822-2911

PH 916-433-6318
FAX 916-433-6652

December 6, 1993
930485:BA

MEMORANDUM

TO: Grace Hovey, ESD

FROM: Dave Brent, Senior Engineer 

SUBJECT: **NOP of DEIR for 1) The Sacramento River Greenway Plan and; 2) The City of Sacramento River Parkway Plan (Reference: SCH#93102086)**

Thank you for the opportunity to comment on the above subject NOP. This Department has the following comments:

1. The stability of the riverwall, which protects the downtown area, is minimal at best. Any new project which increases the loading on the wall must include stabilization as part of the project. Any proposed project which will impair access for future repairs or improvements to the wall shall not be allowed unless a stability analysis has been submitted and approved by this Department. Also, any access which creates an opening in the river wall must be approved by this Department. A complete discussion of the impacts and mitigation measures must be included in the document.
2. Any facility, either within the waterside of the levees or which creates levee inspection problems, shall not be allowed unless approved by this Department.

If you have any questions, please call me at 6634.

cc: Bert McCollam
Terry Paxton
Roland Pang

Notice of Completion

Appendix F

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH ^{See NOTE below} 93102086

Project Title: Sacramento River Greenway Plan and City of Sacramento River Parkway Plan

Lead Agency: State Lands Commission Contact Person: Dwight E. Sanders

Street Address: 1807 13th St. Phone: (916) 322-7827

City: Sacramento Zip: 95814 County: Sacramento

Project Location

County: Sacramento and Yolo City/Nearest Community: Cities of Sacramento & West Sacramento

Cross Streets: Sacramento River Mile 75.5 to River Mile 44.8 Total Acres: _____

Assessor's Parcel No. _____ Section: _____ Twp. _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: _____ Waterways: _____

Airports: _____ Railways: _____ Schools: _____

Document Type

CEQA: NOP Supplement/Subsequent NEPA: NOI Other: Joint Document
 Early Cons. EIR (Prior SCH No.) EA Final Document
 Neg Dec Other _____ Draft EIS Other _____
 Draft EIR PONI

Local Action Type

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision Parcel Map, Tract Map, etc.) Other Adoption by State Lands Commission

Development Type

Residential: Units _____ Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq.Ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.Ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.Ft. _____ Acres _____ Employees _____ Power: Type _____ Watts _____
 Educational _____ Waste Treatment: Type _____
 Recreational _____ Hazardous Waste: Type _____
 Other: Plan adoption for recreational and other uses and resource protection

Project Issues Discussed in Document

| | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input type="checkbox"/> Agricultural Land | <input type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Geologic/Seismic | <input type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Wildlife |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Solid Waste | <input type="checkbox"/> Growth Inducing |
| <input type="checkbox"/> Drainage/Absorption | <input type="checkbox"/> Population/Housing Balance | <input type="checkbox"/> Toxic/Hazardous | <input checked="" type="checkbox"/> Landuse |
| <input type="checkbox"/> Economic/Jobs | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input checked="" type="checkbox"/> Cumulative Effects |
| <input type="checkbox"/> Fiscal | <input checked="" type="checkbox"/> Recreation/Parks | <input checked="" type="checkbox"/> Vegetation | <input type="checkbox"/> Other _____ |

Present Land Use/Zoning/General Plan Use

Multiple land use and general plan designations along the River.

Project Description

The adoption of a multi jurisdictional plan for the Sacramento River Greenway, including the counties of Sacramento and Yolo, the cities of Sacramento and West Sacramento, and the riverbed under the jurisdiction of the State Lands Commission who purpose is to: 1) preserve, protect, enhance, and restore the riparian corridor and its associated ecosystem, and 2) design a system of controlled public access for active and passive recreational use related to the River.

Note: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

Reviewing Agencies Checklist

KEY

S = Document sent by lead agency
 X = Document sent by SCH
 ✓ = Suggested distribution

- Resources Agency
- Boating & Waterways
- Coastal Commission
- Coastal Conservancy
- Colorado River Board
- Conservation
- Fish & Game
- Forestry
- Office of Historic Preservation
- Parks & Recreation
- Reclamation
- S.F. Bay Conservation & Development Commission
- Water Resources (DWR)
- Business, Transportation & Housing
- Aeronautics
- California Highway Patrol
- CALTRANS District # _____
- Department of Transportation Planning (headquarters)
- Housing & Community Development
- Food & Agriculture
- Health & Welfare
- Health Services _____
- State & Consumer Services
- General Services
- OLA (Schools)

Environmental Affairs

- Air Resources Board
- APCD/AQMD
- California Waste Management Board
- SWRCB: Clean Water Grants
- SWRCB: Delta Unit
- SWRCB: Water Quality
- SWRCB: Water Rights
- Regional WQCB # _____ (_____)

Youth & Adult Corrections

- Corrections

Independent Commissions & Offices

- Energy Commission
- Native American Heritage Commission
- Public Utilities Commission
- Santa Monica Mountains Conservancy
- State Lands Commission
- Tahoe Regional Planning Agency

Other _____

Public Review Period (to be filled in by lead agency)

Starting Date November 1, 1993

Ending Date December 3, 1993

Signature *Daniel Gordon*

Date October 27, 1993

Lead Agency (Complete if applicable):

City of Sacramento
 Consulting Firm: Environmental Services
 Address: 1231 I St Room 301
 City/State/Zip: Sacramento CA 95814
 Contact: Grace Hovey
 Phone: (916) 264-7601

For SCH Use Only:

Date Received at SCH _____
 Date Review Starts _____
 Date to Agencies _____
 Date to SCH _____
 Clearance Date _____

Notes:

Applicants: State Lands Commission
Allen: Dwight E. Sanders
 Address: 1807 13th Street

STATE LANDS COMMISSION

LEO T. McCARTHY, *Lieutenant Governor*
GRAY DAVIS, *Controller*
THOMAS W. HAYES, *Director of Finance*

EXECUTIVE OFFICE
1807 - 13th Street
Sacramento, CA 95814-7187

CHARLES WARREN
Executive Officer

DATE: November 2, 1993

TO: Interested Persons

FROM: Dwight E. Sanders, Chief of the Division of Environmental Planning and Management, State Lands Commission

SUBJECT: NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR: 1) THE SACRAMENTO RIVER GREENWAY PLAN AND; 2) THE CITY OF SACRAMENTO RIVER PARKWAY PLAN (Reference: SCH# 93102086)

The California State Lands Commission is the lead agency for the preparation of an Environmental Impact Report (EIR) for the Draft Sacramento River Greenway Plan ("Greenway Plan"). The City of Sacramento is the lead agency for the preparation of the Environmental Impact Report for the Sacramento River Parkway Plan Update ("Parkway Plan"). The two Plans will be analyzed in this EIR.

The Draft Greenway Plan boundaries extend from the Sacramento/Sutter County line at river mile 75.5 to the Freeport area at river mile 45.8 and includes both sides of the River. The jurisdictions within the Plan boundaries are Yolo County, Sacramento County, the City of Sacramento, the City of West Sacramento and the State Lands Commission. The general boundary of the Greenway is from levee to levee, inclusive of the Sacramento River, typically extending not less than ten feet beyond the landward toe of the levee. The boundary of the Parkway Plan is that area of the Greenway Plan that is within the City limits of the City of Sacramento. (Please see Exhibit A, Sacramento River Greenway Location Map.)

PROJECT DESCRIPTION

The Draft Greenway Plan is a regional resource management plan for the Sacramento River. It contains general goals, policies and land use designations to manage and guide development and along the River, leaving the development of specific policies and implementation measures to the local jurisdictions. The two main goals of the Plan are: 1) To preserve, protect, enhance,

and restore the riparian corridor and its associated ecosystem; and 2) To design a system of controlled public access for active and passive recreational uses related to the River. The Greenway Plan policies and land use designations support these goals.

The City of Sacramento's Parkway Plan is a resource management plan for the City's portion of the Greenway. The goals of the two Plans are essentially the same -- to preserve, protect and enhance the riparian habitat along the River and to provide for public recreation access opportunities along the River. The two Plans use the same land use map. The main difference between the Plans is that the Greenway Plan provides broad policy direction for the region, while the City's Parkway Plan provides specific policies and implementation for the City's portion of the Greenway.

Alternatives

1. **Proposed Project** - The Greenway and Parkway Plans as described under "Project Description" of this Notice of Preparation (NOP).
2. **No Project** - The Greenway Plan and the updated Parkway Plan would not be adopted by the participating jurisdictions. Development along the River would proceed according to each jurisdiction's policies, guidelines and adopted plans. Public recreation access and habitat preservation issues would not be coordinated between jurisdictions.
3. **Remove Equestrian Use from the Greenway/Parkway** - The Greenway Plan and the Parkway Plan (proposed project) permit equestrian use within its boundaries. This alternative would remove equestrian use from the Greenway Plan and the Parkway Plan. Equestrian use would continue to be allowed in areas designated for equestrian use under existing adopted plans.

This alternative would eliminate physical impacts created by equestrian use in those areas of the Greenway and Parkway not currently planned for equestrian use. Potential impacts to habitat, erosion, noise and other Greenway uses would be reduced under this alternative.

4. **Remove Greenway/Parkway Development Between the Levee Crown and the River's Edge** - The Greenway Plan and the Parkway Plan (proposed project) propose development between the levee crown (not inclusive of the crown) and the river's edge along the Sacramento River. The development, including parking areas, overlooks and trails, is intended to increase public recreation access to the Sacramento River. This alternative proposes to remove all proposed Greenway development that is located between the crown of the levee and the river's edge, not inclusive of the levee crown. Existing and proposed development contained in adopted plans would not be affected.

This alternative would reduce physical impacts to riparian habitat introduced by

Greenway development. Erosion and noise impacts would be also be reduced under this alternative.

Depending upon allowed uses in adopted plans, this alternative could segment a trail system or limit the type of trail in some areas. For example, this alternative would eliminate a bicycle trail on the levee berm in the Little Pocket and Greenhaven areas of the City of Sacramento, but allow a pedestrian trail.

Required Discretionary Action

1. **Certification of the Environmental Impact Report.** The State Lands Commission, as lead agency, is requesting certification of an environmental document as having been completed in compliance with the California Environmental Quality Act (CEQA) and State CEQA guidelines.(CEQA 15050)
2. **General Plan Amendment** (to add the Greenway Plan for each of the following jurisdictions):
 - a) Yolo County
 - b) City of West Sacramento
 - c) Sacramento County
 - d) City of Sacramento
3. **Adoption of Greenway Plan** (by each of the jurisdictions listed above)
4. **Adoption of the Greenway Plan** by the State Lands Commission
5. **Adoption of Parkway Plan** (for City of Sacramento only)

THE EIR PROCESS

This EIR will analyze the environmental impacts of the Greenway Plan and the Parkway Plan since the two Plans are closely related. An Initial Study identified potentially significant impacts for both Plans. It is recognized that, in some cases, the Parkway Plan may require a more detailed analysis and discussion in the EIR than that required for the Greenway Plan. This is due to the emphasis on specific policies and implementation in the Parkway Plan, as opposed to general policies in the Greenway Plan. In those cases, the analysis and discussion required to describe additional issues related to the Parkway Plan will be identified by shading.

Existing and proposed development within the Greenway Plan boundaries that has been analyzed in prior EIRs will not be analyzed in this EIR, pursuant to Article 11, Section 15162 of the CEQA guidelines. A list of applicable certified EIRs is provided below:

City of Sacramento Documents

Sierra Foundation EIR, March, 1992.

City of Sacramento General Plan Update EIR, 1988.

City of West Sacramento Documents

City of West Sacramento General Plan EIR, May 3, 1990.

Redevelopment Plan for Project No. 1 EIR, May 6, 1986.

Triangle Specific Plan EIR, June 30, 1993.

Lighthouse Marina EIR, 1987.

County of Sacramento Documents

Sacramento County Stone Lakes National Wildlife Refuge EIR, May, 1991.

Sacramento County General Plan EIR, 1980

Yolo County Documents

Yolo County General Plan EIR, 1983.

SCOPE OF THE EIR

The State Lands Commission staff and the City of Sacramento's Environmental Coordinator have determined that an EIR should be prepared. The EIR for this project will examine the following issues:

1. Land Use, Zoning and Adopted Plans
 - ▶ A description of the existing plans and policies that pertain to the project site.
 - ▶ An assessment of the consistency of the project with existing plans and policies, and the compatibility of the project with the existing or planned land uses.

- ▶ The flood plain status of the project site and a discussion of the potential flood risks and hazards associated with the project.

2. Air Quality

- ▶ A description of the existing air quality setting for the region and the project site. This shall include a discussion of the climate and meteorology of the project area, historical air quality data, and current efforts to attain and maintain the State and Federal air quality standards.
- ▶ A description of all sensitive receptors for air pollutants in the project area.
- ▶ A description of thresholds for the assessment of air quality impacts, particularly PM-10. (It is anticipated that a majority of the air quality impacts associated with the project will arise during construction activities).
- ▶ Identification of physical impacts.
- ▶ Recommended mitigation measures to avoid or reduce identified significant impacts.

3. Water (Hydrology/Water Quality/Drainage)

- ▶ A description of the existing setting including the current conditions of the water quality in the Sacramento River and an evaluation of water quality regulations and permits.
- ▶ A description of thresholds for water quality, flooding and drainage.
- ▶ Identification of physical impacts including:
 - a) Hydrologic and flooding effects from the temporary and permanent changes resulting from project construction and long-term operation and maintenance. The project is anticipated to create additional surface runoff with the establishment of new impervious surfaces.
 - b) Sedimentation and accumulation of contaminants.
 - c) Surface water quality impacts from new sources such as construction equipment.
 - d) Impacts to the levee system and other flood control mechanisms.
- ▶ Recommended mitigation measures to avoid or reduce identified significant impacts.

4. Biological Resources

- ▶ A description of the existing terrestrial, wetland, and aquatic biota and habitats for the project area and region. (The predicted future condition without the project will be included.)
- ▶ A list of all special status species and natural communities found in the area, and a discussion of their ecological requirements.
- ▶ A description of thresholds for adverse impacts to biological resources.
- ▶ Identification of adverse impacts including physical habitat loss or alteration and habitat degradation due to noise, lights or other human disturbance.
- ▶ Identification of beneficial impacts due to project such as habitat protection and restoration.

5. Noise

- ▶ A description of the existing noise environment and a discussion of the current adopted noise regulations and policies.
- ▶ Identification of any sensitive noise receptors in the project area.
- ▶ A description of thresholds for the noise that may occur as a result of construction activities and increased activity/people in the project area.
- ▶ Identification of physical impacts.
- ▶ Recommended mitigation measures to avoid or reduce identified significant impacts.

6. Light and Glare

- ▶ A description of any existing light and glare sources in the area.
- ▶ Identification of any sensitive receptors in the project area to new sources of light and glare.
- ▶ A description of thresholds for light and glare sources.
- ▶ Identification of physical impacts.
- ▶ Recommended mitigation measures to avoid or reduce identified significant impacts.

7. Traffic and Circulation

- ▶ A description of existing roadway, parking, bicycle, and pedestrian facilities.
- ▶ A description of thresholds from these facilities to the existing environment. This assessment will be made for both construction and implementation phases of the project and will include:
 - a) A qualitative discussion of access points to the project site.
 - b) An estimate of the potential vehicle trips that may be associated with the project.
 - c) An estimate of any pedestrian and bicycle safety conflicts that may result from the construction and implementation of the project.
- ▶ Identification of physical impacts.
- ▶ Recommended mitigation measures to avoid or reduce identified significant impacts.

8. Cultural Resources

- ▶ A description of the existing setting for cultural resources in the project vicinity based on known cultural resources.
- ▶ A discussion on the sensitivity of the project site for possible unknown cultural resources
- ▶ A description of thresholds for cultural resources.
- ▶ Identification of physical impacts.
- ▶ Recommended mitigation measures to avoid or reduce identified significant impacts.

9. Other Statutory Sections

- ▶ **Growth-Inducing Impacts:**
Discuss the projects potential for intensifying growth in the project vicinity.

A comparison of the existing and planned growth of the project vicinity against the anticipated growth after completion of the project.
- ▶ **Short-Term vs. Long-Term Implications:** This chapter shall describe the proposed project's relationship between short-term uses and long-term productivity and irreversible environmental changes.

- ▶ **Unavoidable Adverse Environmental Effects:** Summarize those impacts which are found to be significant and cannot be mitigated to a less-than-significant level.
- ▶ **Cumulative Effects:** Identify any cumulative effects for Traffic, Noise, Air Quality, and Hydrology.

NOP PROCESS

This Notice of Preparation (NOP) is distributed to inform the public that an EIR will be prepared for the proposed project, to provide a description of the proposed project, to identify the probable environmental issues to be analyzed in the EIR, and to solicit comment on the scope of the proposed EIR.

The Initial Study for the proposed project is available upon request. Please contact Dwight Sanders at (916)322-6877 to request a copy of the Initial Study. The Initial Study determined that the proposed project would have a less-than-significant impact on several issue areas.

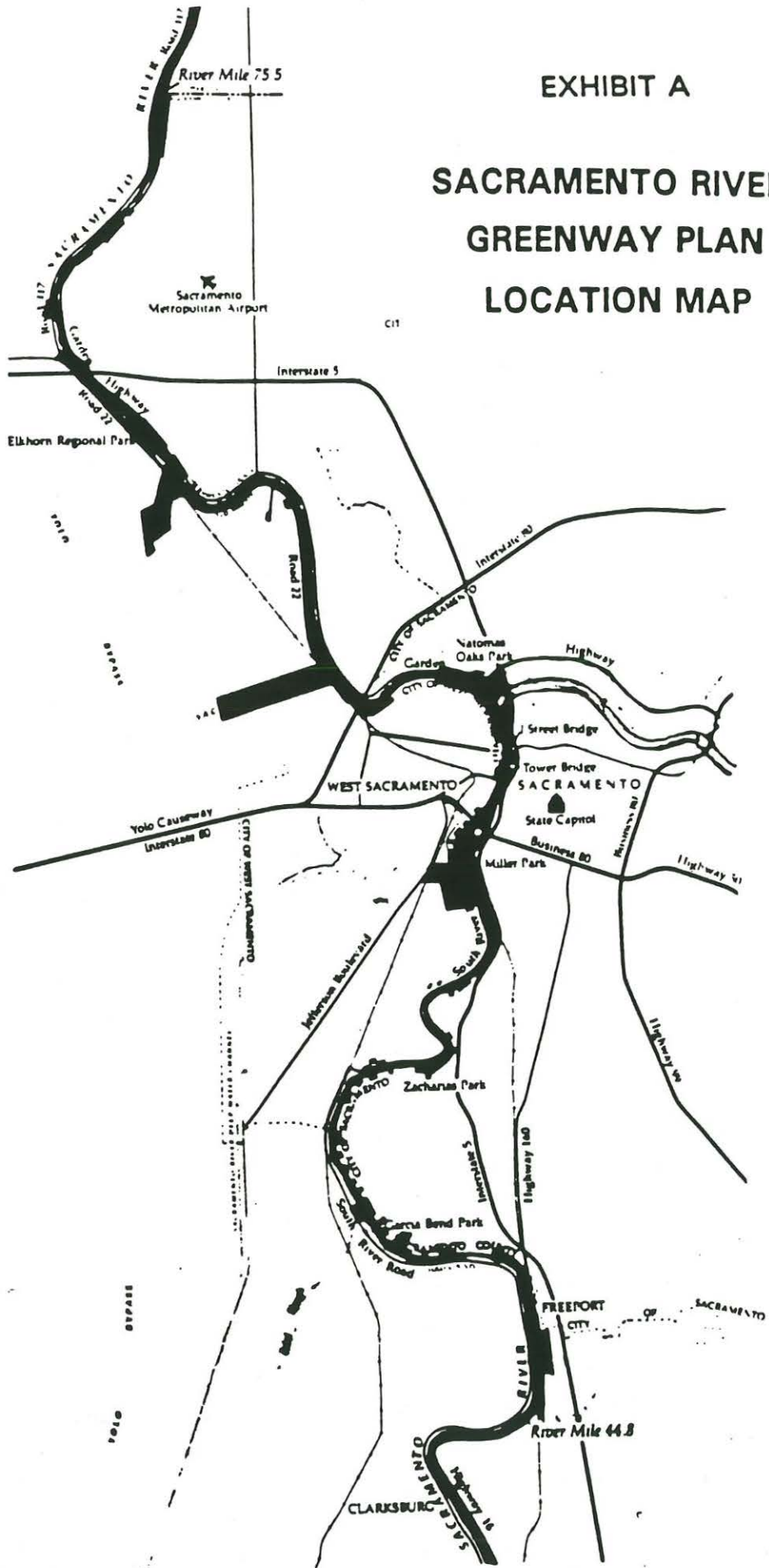
Should you feel that additional topics should be addressed in the EIR, please respond in writing to:

Dwight E. Sanders
Chief of the Division of Environmental Planning and Management
State Lands Commission
1807 13th Street
Sacramento, CA 95814

Due to time limits set by State Law, please submit your written comments no later than December 3, 1993.

EXHIBIT A

SACRAMENTO RIVER
GREENWAY PLAN
LOCATION MAP



ENVIRONMENTAL IMPACT ASSESSMENT CHECKLIST - PART II

Form 13.20 (7/82)

I. BACKGROUND INFORMATION

A. Applicant: THE STATE LANDS COMMISSION

B. Checklist Date: 11/2/93

C. Contact Person: DWIGHT SANDERS
 Telephone: (916) 322-6877

D. Purpose: Please see the Initial Study

E. Location: YOLO CO., SACRAMENTO CO., CITY OF SACRAMENTO, CITY OF WEST SACRAMENTO

F. Description: Please see the Initial Study

G. Persons Contacted: _____

II. ENVIRONMENTAL IMPACTS. (Explain all "yes" and "maybe" answers) *Please see the Initial Study.*

| A. Earth. Will the proposal result in: | Yes | Maybe | No |
|--|--------------------------|-------------------------------------|-------------------------------------|
| 1. Unstable earth conditions or changes in geologic substructures? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Disruptions, displacements, compaction, or overcovering of the soil? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Change in topography or ground surface relief features? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. The destruction, covering, or modification of any unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Any increase in wind or water erosion of soils, either on or off the site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Exposure of all people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | Yes | Maybe | No |
|----|---|-------------------------------------|-------------------------------------|-------------------------------------|
| | 1. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 2. Possible interference with emergency response plan or an emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| K. | <i>Population.</i> Will the proposal result in: | | | |
| | 1. The alteration, distribution, density, or growth rate of the human population of the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| L. | <i>Housing.</i> Will the proposal result in: | | | |
| | 1. Affecting existing housing, or create a demand for additional housing? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| M. | <i>Transportation/Circulation.</i> Will the proposal result in: | | | |
| | 1. Generation of substantial additional vehicular movement? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 2. Affecting existing parking facilities, or create a demand for new parking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | 3. Substantial impact upon existing transportation systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 4. Alterations to present patterns of circulation or movement of people and/or goods? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 5. Alterations to waterborne, rail, or air traffic? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 6. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| N. | <i>Public Services.</i> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas: | | | |
| | 1. Fire protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | 2. Police protection? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | 3. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 4. Parks and other recreational facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | 5. Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | 6. Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| O. | <i>Energy.</i> Will the proposal result in: | | | |
| | 1. Use of substantial amounts of fuel or energy? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 2. Substantial increase in demand upon existing sources of energy, or require the development of new sources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| P. | <i>Utilities.</i> Will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | |
| | 1. Power or natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 2. Communication systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 3. Water? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 4. Sewer or septic tanks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 5. Storm water drainage? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | 6. Solid waste and disposal? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Q. | <i>Human Health.</i> Will the proposal result in: | | | |
| | 1. Creation of any health hazard or potential health hazard (excluding mental health)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | 2. Exposure of people to potential health hazards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| R. | <i>Aesthetics.</i> Will the proposal result in: | | | |
| | 1. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| S. | <i>Recreation.</i> Will the proposal result in: | | | |
| | 1. An impact upon the quality or quantity of existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION OF INITIAL STUDY

PROJECT INFORMATION

Project Name: Sacramento River Greenway Plan

Project Description:

Project Location

The Sacramento River Greenway Plan is a regional resource management plan for a portion of the Sacramento River. The jurisdictions within the plan boundaries are Yolo County, Sacramento County, the City of Sacramento, the City of West Sacramento and State Lands Commission (SLC). The Plan area extends from the Sacramento/Sutter County line at river mile 75.5 to the Freeport area at river mile 45.8 and includes both sides of the river. (Please see Exhibit A, Sacramento River Greenway Location Map.) The general boundary of the Greenway is levee to levee, inclusive of the Sacramento River, typically extending not less than ten feet beyond the landward toe of the levee.

Background

The concept of greenways was first introduced in the 1950's, but gained national prominence in 1987 under the President's Commission on American Outdoors when it was recognized that there was a need for natural areas close to home and accessible to all persons. Greenways were identified as a recreational and leisure resource for urban areas, providing a place to bicycle, jog and walk, as well as preserving natural resources.

The impetus for the Greenway Plan came as a result of the Sacramento River Carrying Capacity Study, prepared and accepted by the State Lands Commission in 1986. One of the goals of the River Study was to provide the SLC and other public agencies with information to evaluate the level of marina development that could be accommodated while providing for other competing uses such as resource protection and recreation between river mile 75.5 and 45.8. Realizing that implementation of the River Study would require coordinated land use decisions among the affected jurisdictions, the SLC introduced the concept of a Greenway Plan.

The Draft Greenway Plan was developed through a team approach. The planning team was the administrative and decision-making body for the process. The technical team, composed of at least one representative from each jurisdiction, was established as working staff to the planning team. The technical team was responsible for assembling and analyzing data, preparing reports and recommendations, and providing other technical support to the planning team. In addition,

the technical team developed the schedule and funding program for the preparation, review and presentation of the Draft Greenway Plan. The technical team also met with various public agencies to gain support for the effort.

Project Characteristics

The project was initiated with the signing of the Memorandum of Understanding (MOU) by the participating jurisdictions and the SLC on September 9, 1990. The participating jurisdictions were Sacramento County, Yolo County, and the City of Sacramento. West Sacramento did not sign the MOU, but did participate in the development of the Draft Plan. The MOU established the interagency planning team to oversee and prepare the Draft Greenway Plan. The Draft Sacramento River Greenway Plan was completed and released for public review on December 9, 1992.

The Draft Plan contains policies and land use maps which support the goals of the Plan. Guiding Policies, which are general in nature, are followed by Issue Policies which provide specific policies for management of the Greenway. Land Use Designations provide direction for development of the public land in the Greenway.

The Greenway Land Use Designations are listed below in order of least to most intensive use/development:

- ▶ **Riparian Habitat Preserve** - Land use is managed to protect, enhance and restore riparian habitat.
- ▶ **Nature Study Area** - Allows for public access for nature study and passive recreation including pedestrian and bicycle trails where appropriate.
- ▶ **Special Study Area (Sacramento County only)** - A combining zone where a resource conservation overlay is applied over the existing zone to protect resources.
- ▶ **Recreation Area** - Allows for active recreation without development of extensive facilities. These areas are found within most major parks and vehicle access areas.
- ▶ **Public Utility** - Areas of flood control, utility service and transportation corridors.
- ▶ **Riverfront District (South Natomas only)** - Allows for commercial and residential uses that are river-related.
- ▶ **Urban Waterfront Recreation** - Allows for active recreation with moderate to heavy improvements in an urban setting. Also includes marinas, restaurants, commercial uses and major public facilities. All development shall include landscaping (including, but not limited to, turf, trees, riparian vegetation) and design elements which enhance both the landward and the riverward view corridor.

Area Descriptions describe the application of Greenway land use designations, policies and

proposed recreation/public access facilities for each jurisdiction. Issues such as political boundaries, physical features, existing land use, proposed projects and land ownership patterns were used to identify each area.

The implementation of the Plan goals and policies hinges on its adoption by the participating jurisdictions, following its review pursuant to the California Environmental Quality Act (CEQA) with the State Lands Commission as the Lead Agency. The concept of a "managing entity", an entity which would coordinate the implementation of the Plan, acquire lands, and seek revenue for the Greenway is introduced in the Plan. A Cooperative Management Agreement (CMA) was entered into by the five jurisdictions, which prepared the Draft Plan, in March 1993 as part of the implementation process. The CMA defines the administrative structure and goals and responsibilities of the Parties for adopting and implementing the Greenway Plan. The CMA identifies a Greenway Management Board, composed of representatives from each jurisdiction, as the managing entity. Specifically, it identifies the Greenway Management Board members and their responsibilities; the preparation of an Annual Work and Budget Plan; deposit of funds; and the adoption and amendment process for the Plan.

Following CEQA review, the Greenway Plan may be adopted by the participating jurisdictions and be incorporated into their General Plans.

Relationship to Jurisdictional Plans

The Greenway Plan has been developed to be consistent with the jurisdiction's General Plan. The General Plan may be amended to reference the Greenway Plan upon adoption of the Plan. In any case, local jurisdictions retain their land use authority within their boundaries. The Plan must also be consistent with other plans and ordinances adopted by the local jurisdictions.

The City of Sacramento requires Plan consistency with the 1989 Parks Master Plan Update, the Sacramento River Parkway Plan, the 1976 City/County Bikeway Master Plan, the American River Parkway Plan, affected Community Plans and the City's Zoning Ordinance.

The City of Sacramento's Parkway Plan is a resource management plan for the City's portion of the Greenway. The goals of the two plans are essentially the same -- to preserve, protect and enhance the riparian habitat and to provide for public recreation access opportunities along the River. The difference between the two documents is that the Greenway Plan provides broad policy direction for the region, while the City of Sacramento's Parkway Plan provides specific policies and implementation for the City's portion of the Greenway.

West Sacramento's General Plan, adopted in 1990 and revised in 1993, contains policies that require continuous public access along the Sacramento River which is linked to the City's overall system of parks, recreational pathways (pedestrian and bicycle paths) and open space. Marinas are encouraged in appropriate locations. In addition, West Sacramento has two *unadopted* documents that contain policies affecting the Greenway. They include the Draft Parks Master Plan, dated September, 1993 and the Draft Bicycle and Pedestrian Path Master Plan, dated

October, 1991. Several adopted development plans affect the Sacramento riverfront including: the Triangle Specific Plan; the Lighthouse Marina Plan; and the Raley's Landing Plan. Each of these plans contains policy directing land use along the River.

Sacramento County's riverfront and parkway policies are contained in several documents including: the Sacramento County General Plan, Open Space Element; the draft Dry Creek Parkway Plan; the draft North Stone Lake Wildlife Refuge Plan; and "Project 2000" (1988), a general policy document for parks development in the County. The Dry Creek Parkway Plan and the North Stone Lake Wildlife Refuge Plan support equestrian use in those areas.

Yolo County policy for land uses adjacent the Sacramento River are found in their Yolo County General Plan (1983).

State Lands Commission requires consistency with its policies, guidelines and its responsibilities in administering the State's Public Trust interests in the sovereign tide and submerged lands in the Sacramento River.

Plan Goals

The goals of the Plan, as identified in the MOU, are as follows:

- ▶ To preserve, protect, enhance, and restore the riparian corridor and its associated ecosystems;
- ▶ To design a system of controlled public access for active and passive recreational uses related to the river.

The objective of these goals is to encourage development of public and private amenities and recreation facilities to enhance public enjoyment of the riverfront and discourage inappropriate use of sensitive habitat areas.

Project Study Area

Development of the Greenway Boundaries. The north and south Greenway boundaries were chosen to correspond with the boundaries studied in the 1986 SLC River Carrying Capacity Study (river mile 75.5 to river mile 45.8). These boundaries provide the opportunity to link the Greenway with Stone Lakes and the Laguna area and the American River Parkway. The extent of the Greenway inland from the River was determined by the influence of the public trust, existing land use in an area, existing local land use policy, the location of public land, location of riparian habitat and political boundaries. The boundaries of the Greenway are generally "levee to levee, inclusive of the River, typically extending not less than ten feet beyond the landward toe of the levee, but also include some inland areas.

Planning Areas. Area Descriptions describe the application of the Plan goals and policies to specific areas (planning areas) of the Greenway. The areas were defined by their correspondence with existing jurisdictional boundaries, existing land use, land ownership patterns and physical characteristics. The components of the Area Descriptions include: Existing Land Use; Existing Recreation/Public Access Facilities; Proposed Recreation/Public Access Facilities; Natural Resources; and Opportunities and Constraints. The Planning Areas are described below:

1. **Sacramento County.**

Airport Planning Area. The area that is bounded by the Sutter/Sacramento County line in the north, south along the Sacramento River to Interstate 80.

Freeport Planning Area. The area that is bounded to the north by Meadowview Boulevard and the southern city limits of Freeport at river mile 45.8 to the south.

2. **City of Sacramento.**

South Natomas. The area of South Natomas that is bounded by Interstate 5 on the east, I-80 to the west, Garden Highway to the north, and the Sacramento River to the south.

Downtown/Land Park. The area between Jibboom Street Bridge on the north, 25th Avenue to the south, I-5 to the east and the Sacramento River to the west.

Pocket. The area that is bounded by 25th Avenue to the north and Freeport Bridge to the south.

3. **Yolo County.**

North Elkhorn Planning Area. To the north, the area that is in Yolo County and corresponds to the Sutter/Sacramento County line at river mile 75.5 and to the south, the I-5 bridge that crosses the River.

South Elkhorn Planning Area. The area within the Greenway that begins at the I-5 bridge that crosses the River, south to the north city limit of the City of West Sacramento.

4. **West Sacramento.**

The plan study area is generally situated between the Sacramento River levee crown and the Sacramento River waterline, except for Lighthouse Marina, the Deep Water Channel, the Corps of Engineers property south of the barge canal, Bee Lakes and Oak Hall Bend.

Area 1. The northwestern edge of the City beginning at the Sacramento Bypass and extending south along Riverbank Road to the Lighthouse Marina.

Area 2. Lighthouse. Lighthouse, located east of Todhunter Road and west of A Street.

Area 3. Lighthouse to I St. The area extends from south of Lighthouse to north of the I Street Bridge.

Area 4. Raley's Landing. located between the I Street Bridge and Tower Bridge.

Area 5. Triangle area. This area is bordered by Tower Bridge and Pioneer Bridge in the heart of the City's urban waterfront core.

Area 6. Pioneer Bridge (Business 80 freeway crossing) to Deep Water Channel. The area is located south of the Pioneer Bridge and extends south to the entrance of the Sacramento Deep Water Channel.

Area 7. Southport. The northern boundary is the proposed community park south of the Deep Water Channel to the southern City limits. South River Road borders the River for the entire area.

Project Time Frame

The Greenway Plan has a 20 year time horizon. Complete implementation of the Greenway is an ongoing process involving development, restoration and rehabilitation indefinitely; however, substantial implementation is expected to occur in about 20 years. The Plan may be reviewed from time to time and updated as conditions and member agency plans change.

Existing Setting and Planning Areas

Sacramento County.

Airport. A portion of these lands were purchased by the County Department of Airports to create a buffer zone around Metro Airport. This buffer zone is intended to protect the airport corridor from intensive development within its noise zone. The parcels between the River and the levee are zoned single-family residential. Aside from the Elkhorn Boat Launch, Alamar Marina and Metro Marina (both privately owned), this planning area is either undeveloped or privately owned. The Elkhorn Boat Launch is the only existing public recreation/access facility in the area.

Freeport. The area landward of the levee is a combination of small rural communities, farmland, and open space. There is a historic railroad right-of-way on top of the levee that extends the entire length of the Planning Area. The railroad tracks are intact, although service was discontinued in 1978. Freeport Marina is located just north of the Freeport Bridge and Cliff's Marina is located south of the Bridge. Both of these marinas are privately owned.

City of Sacramento.

South Natomas. The area of South Natomas that is in the Greenway is also in the Riverfront District designation of the South Natomas Community Plan. The Riverfront District allows for mixed use development consisting of river-related commercial and residential uses. There are several marinas and restaurants in the area. There are few undeveloped parcels available for public acquisition. The Sand Cove property was purchased in 1992 and will be developed for public recreation access. Other public access is limited to the restaurants in the area.

Downtown/Land Park. The Downtown/Land Park area of the Greenway is developed with commercial, industrial and public recreation uses. The main development are the Southern Pacific Railyards and the Old Sacramento Riverfront. There is a substantial amount of publicly-owned land along the River. Most of the riverfront between the Jibboom Street Bridge and Miller Park is publicly owned. Parks include Tiscornia near the Jibboom Street Bridge, Old Sacramento Riverfront, and Miller Park. A bikeway connects Tiscornia with Old Sacramento and Miller Park to Captain's Table. The historic railroad right-of-way runs parallel to the bikeway from Miller Park to Sutterville

Road. Disturbed riparian habitat is found in the area between Tiscornia Park and Old Sacramento and Miller Park to Captain's Table.

Pocket. The area is primarily single family residential, although some apartment and condominium development exists. In the Little Pocket and Greenhaven areas, much of the riverfront is privately owned. Most of the publicly owned land is in the south Pocket area. (The 1980 Pocket Community Plan requires that new subdivisions dedication of riverfront property as a condition of approval.) Existing recreation and public access opportunities are Seymour Park (northern extension), Northpointe Way, Garcia Bend Park and Shore Park. There are short stretches of bikeway along the river levee at Seymour Park and by Shore Park.

Yolo County.

North Elkhorn. The General Plan land use designation in this area is AG (Agricultural) and there are policies in the General Plan to protect the agricultural interests. The majority of the planning area is privately owned and used for agricultural production with the dominant agricultural yield being field crops and orchards. Agricultural use of the land extends to the landward toe of the levee. There are no existing public recreation facilities in this area.

South Elkhorn. The agricultural uses are the same as in the North Elkhorn area. Yolo County operates Elkhorn Regional Park, a 55 acre park with one and a half miles of river frontage. Facilities include a boat launch, picnic area and restrooms. A portion of the Park is heavily vegetated with riparian habitat.

West Sacramento.

Area 1. The land use designations in this area are either Open Space or Public. Most of the land is either undeveloped or is used for public building operations. The majority of the land is in public ownership - held by the City, Army Corps or the Reclamation Board.

Area 2. Lighthouse The land use designation is Riverfront Mixed Use. This is the site of the Lighthouse Marina Project which was approved in 1991. The infrastructure for the subdivision is completed and in place, including roads, sewer and water systems, and other utilities. There is no development in the area between the levee crown and the water. The habitat is degraded in most of this riverfront area. The location of the future off-stream marina is vacant and unimproved.

Area 3. Lighthouse to I Street Bridge. The land use designation is Riverfront Mixed Use. The land is undeveloped with the exception of the Broderick Boat Ramp, a public boat ramp facility.

Area 4. Raley's Landing. The General Plan land use designation is Riverfront Mixed Use. This is the site of the Raley's Landing project which was approved in 1987. The site was developed in the past, but is now primarily vacant and open space. The habitat is disturbed between the levee crown and the water's edge. There is an existing dock which is used for limited private purposes.

Area 5. Triangle Area. The General Plan designation is Riverfront Mixed Use. This is the site of the Triangle Area Specific Plan. It is currently being used for industrial,

the jurisdictions. To that end, the Plan proposes the creation of a managing entity to coordinate the development, management and operations of the Greenway. The managing entity would also acquire land and would seek revenue for the Greenway. Other implementation issues considered by the Plan include: facilities development priorities; land acquisition; riparian habitat restoration; and funding. For each of these issues, the Plan discusses general criteria to develop priorities.

REQUIRED DISCRETIONARY ACTION:

1. **Certification of the Environmental Impact Report.** The State Lands Commission, as the lead agency, is requesting certification of an environmental document as having been completed in compliance with the California Environmental Quality Act (CEQA) and the State CEQA guidelines. (CEQA 15050)
2. **General Plan Amendment** (to add the Greenway Plan for each of the following jurisdictions):
 - a) Yolo County
 - b) City of West Sacramento
 - c) Sacramento County
 - d) City of Sacramento
3. **Adoption of the Greenway Plan** (by each of the jurisdictions listed above)
4. **Adoption of the Greenway Plan** by the State Lands Commission.
4. **Adoption of Parkway Plan** (for City of Sacramento only)

ENVIRONMENTAL EFFECTS

1. Earth

a. Geology

The following geology, soils and seismicity section is based on a review and analysis of pertinent published literature on the geological, soils, and seismic conditions in the vicinity of the project site.

Seismic safety is included as part of the General Plan safety element for the jurisdictions.

Regional Geology

The project site is located in the southern portion of the Sacramento Valley, a broad fertile

lowland situated between the Coast Ranges to the west and the Sierra Nevada to the east. The Sacramento Valley comprises the northern third of the Central Valley, a northwest-trending structural trough extending approximately 400 miles from Red Bluff on the north to near Bakersfield on the south.

Basement rocks beneath the Sacramento Valley consist of metamorphic and plutonic igneous rocks associated with the Coast Ranges and the Sierra Nevada. A thick accumulation of marine sedimentary rocks (predominantly sandstones and shales) known as the Great Valley sequence unconformably overlies the basement rocks beneath the Sacramento Valley. Erosion of the Coast Ranges and the Sierras has produced the sediments in the Great Valley. Deposition in the Valley was mainly marine until Pliocene time (approximately 5 million years ago) when the Valley's seas were drained through the Carquinez Strait and were replaced by freshwater rivers and lakes.

Today the Valley is drained by the Sacramento River from the north and the San Joaquin River from the south. Geographically and topographically, the Valley has been shaped by the Sacramento River and its tributaries (including the American River).

General Stratigraphy

The Plan Area is underlain by Holocene age (less than 11,000 years old) alluvial deposits. These deposits form natural levees and broad alluvial fans of low relief along the main course of the Sacramento River and are associated with geologically "modern" stream channels. The alluvial deposits are comprised of mixtures of sand, silt and clay, and sometimes gravel.

Faulting and Seismicity

The Sacramento Valley, in contrast to the Coast Ranges and the Sierras, is characterized by diversely oriented folds and faults, deep bedrock, thrust faulting, and relatively deep earthquake focal depths. No known surface faults or Alquist-Priolo Special Studies Zones occur in the project area. However, several historically active surface faults are present in the area surrounding Sacramento. These include the Foothill fault system and the Zamora fault, located approximately 20 miles northeast and 30 miles northwest of Sacramento, respectively. Both of these faults are capable of generating earthquakes in excess of M 6.5. Other major fault systems in Northern California include the Calaveras (50 miles east), the Hayward (55 miles southwest) and the San Andreas located approximately 80 miles west.

Although no evidence of active surface faulting has been found in the Sacramento region, the area is recognized to have significant potential for seismic shaking. In 1892, several large events occurred in Yolo County and caused severe damage. The causative fault for these events has not been identified, although they are postulated to have occurred on a deeply buried (blind) thrust fault located along the western margin of the Sacramento Valley.

According to the Preliminary Map of Maximum Expectable Earthquake Intensity in California

prepared by the California Department of Mines and Geology, Sacramento County is located in "low" severity zone, while Yolo County is located in a "moderate" severity zone, representing a probable maximum earthquake intensity of VII or VIII on the Modified Mercalli Scale.

Impact: Seismicity, in the form of ground shaking, may cause structural damage in the project area. These impacts are considered significant. However, the proposed project incorporates, by reference, development plans and EIRs for projects such as the Triangle Specific Plan, Lighthouse, Raley's Landing and Sierra Foundation which identify impacts, mitigations measures and overrides in their EIRs. The proposed project does not add additional impacts to those already identified in the development plan EIR's. Therefore, these impacts will not be reanalyzed in the project EIR. Much of the Plan does not introduce buildings and is, therefore, not a problem. The overall Plan impact is less-than-significant.

Liquefaction

Liquefaction is the loss of soil strength due to seismic forces acting on water-saturated granular soils which leads to a "quicksand" condition generating various types of ground failure. The potential for liquefaction must account for soil types (granular soils), soil density, and groundwater table (within 30 feet of the surface), and the duration and intensity of groundshaking. Liquefaction is most likely to occur in low-lying areas of poorly consolidated to unconsolidated water-saturated sediments or similar deposits of artificial fill. The greatest threat is during periods of high flow of the River. The proposed project area is underlain with alluvial deposits containing silt and sand which could be subject to liquefaction during seismic events. However, no reports of liquefaction-related damage exist for natural riverbanks or levees in the Sacramento area during recorded seismic events.

Liquefaction of a subsurface layer may cause ground settlement, lateral spreading, ground oscillation, development of cracks and fissures, and sand boils. Overlying structures and surficial soils typically sustain damage when liquefaction occurs. Pile-supported foundations and other engineering designs, as required for encroachment permits issued by the State Board of Reclamation and the Army Corps of Engineers, reduce the risk of building failure and flood hazard.

Impact: Liquefaction may be a potentially significant impact in the project area. The local Reclamation Districts routinely patrol the levees after a flood event to inspect for any movement. However, the proposed project incorporates, by reference, development plans such as the Triangle Specific Plan, Lighthouse, Ramos Marina, Raley's Landing and Sierra Foundation which identify impacts, mitigations measures and overrides in their subsequent EIRs. The proposed project does not add additional impacts to those already identified in the development plan EIR's. Therefore, these impacts will not be reanalyzed in the project EIR. There is a less-than significant impact overall because there is no added construction beyond that analyzed in other EIRs.

Lateral Spreading

Lateral spreading is the horizontal movement or spreading of soil toward an open face such as a stream bank, the open side of a fill embankment, or the sides of levees. Artificial fill areas that have been improperly engineered or that have steep, unstable banks are the most likely to be affected. Lateral spreading is also likely to occur in areas of high groundwater, relatively soft and recent alluvium deposits, and where creek banks are relatively high. Fracture patterns from lateral spreading can be controlled by the configuration of shallow bedrock structures, highway surfacing, the margins of fill, and engineering of structures. Because the project area is located on alluvial deposits, levees and other artificial fill areas could potentially be affected by lateral spreading.

Impact: Lateral Spreading may be a potentially significant impact in the project area. However, the proposed project incorporates, by reference, development plans and EIRs for the Triangle Specific Plan, Lighthouse, Raley's Landing and Sierra Foundation which identify impacts, mitigations measures and overrides in their EIRs. The proposed project does not add additional impacts to those already identified in the development plan EIR's. Therefore, these impacts will not be reanalyzed in the project EIR. There is a less-than significant impact overall because there is no added construction beyond that analyzed in other EIRs.

2. Air Quality

a. Pollutants

Urban emission sources are the primary contributors for air quality problems in the region. Major sources of air pollution in the Sacramento area are: vehicle exhaust; solvent use; pesticide application; petroleum processing, transfer and storage; industrial processes; and agricultural waste and burning. The automobile is the single largest source category for carbon monoxide, hydrocarbons and oxides of nitrogen.

b. Ozone

Ozone is the most serious regional air quality problem for the Sacramento area. Ozone is a secondary pollutant that is formed in the atmosphere as the result of a complex photochemical process that involves the interaction of ultraviolet light, reactive organic gases (ROG) and nitric oxides (NOx). NOx and ROG are emitted as a byproduct of combustion of fossil fuels. ROG is also formed from the evaporation of solvents, gasoline and other hydrocarbons.

Because of the direct link between vehicle emissions and ozone, air quality programs have focused on reduction of mobile source emissions. Significant reductions have occurred as a result of state mandated inspection program. However, the U.S. EPA has identified the Sacramento Region as a nonattainment area for ozone and carbon monoxide. SACOG is in the process of completing a Regional Air Quality Plan to comply with U.S. EPA requirements.

c. Carbon Monoxide

Carbon monoxide (CO) is an odorless, colorless gas. In the project area, the incomplete combustion of petroleum fuels from on-road vehicles accounts for 70% of CO emissions. Carbon monoxide tends to dissipate rapidly into the atmosphere. Consequently, violations of the CO standard are generally limited to major intersections during peak hour traffic conditions, although high concentrations can occur along congested arterials during peak-hour traffic under adverse atmospheric conditions.

d. Particulates

Particulate matter (PM-10) refers to a wide range of solid or liquid particles in the atmosphere of 10 micrograms per cubic meter or larger. PM-10 is produced by traffic flow associated with development. The movement of vehicles on paved roads (which retain dust) is a major source of PM-10 accounting for up to half of the PM-10 generated daily. PM-10 is also produced during construction activities which account for a portion of the remaining daily emissions. Construction PM-10 problems normally occur when these activities are not controlled with a dust abatement program.

Impact: Most of the increase in vehicular traffic and the subsequent impact on air quality has been analyzed in the environmental documents for adopted development plans for the area, which will be incorporated by reference in the EIR for the proposed project. However, the proposed project is anticipated to increase vehicular traffic in some portions of the project area due to the project providing recreational facilities. These impacts may be considered significant. PM-10s due to construction activities may be mitigated to less-than-significant with dust abatement programs.

3. Water

a. Hydrology/Flood Hazard

The Sacramento River is the largest river in California and has a total drainage area of approximately 26,300 square miles. The drainage area above I Street is approximately 23,500 square miles.

The Sacramento River Flood Control Project consists for a system of levees, weirs, bypasses and pumping plants. Two weirs, Fremont Weir and Sacramento Weir, divert excess flow in the Sacramento River to the Yolo Bypass. The Fremont Weir is located about 18 miles upstream of the City of Sacramento and the Sacramento Weir is located immediately north of the City of West Sacramento's northerly city limits. The flows in the Yolo Bypass are eventually returned to the Sacramento River near Rio Vista, approximately 40 miles downstream from the project area. The levees of the Sacramento River are designed to carry a flow of 107,000 cubic feet per second (cfs) in the reach from the Fremont Weir to the American River and 110,000 cfs

downstream from the American River with a freeboard of at least 3 feet.

Sacramento River

As a result of the February 1986 flood event, the U.S. Army Corps of Engineers reevaluated the current level of flood protection in the Sacramento area and concluded that the Sacramento River and Yolo Bypass levees did not provide 100-year flood protection. Based on levee failure assumptions, the Army Corps of Engineers established that the existing levees provide about 70-year protection. Sacramento and West Sacramento have since been involved in developing plans to increase their level of flood protection. The City of West Sacramento has plans to attain 400-year flood protection and the City of Sacramento is involved in projects to attain at least 100-year flood protection. Those portions of the City of Sacramento that do not have 100-year flood protection have been given an A-99 designation (a temporary designation applied to areas that do not have 100-year protection, but have not yet been assigned a permanent designation on the FEMA maps).

The City of Sacramento has a General Plan goal for flood hazards: "protect against flood related hazards wherever feasible. An established policy to implement this goal is to "prohibit development of areas subject to unreasonable risk of flood unless measures can be implemented to eliminate or reduce the risk of flooding."(Section 8-19)

The impacts of flooding in the Sacramento portion of the project area was addressed in the EIR developed in connection with the development of the "City/County Land Use Policy Within the 100 Year Flood Plain" . These documents were adopted by the City Council on February 6, 1990. The result of these documents is that no building permits may be issued for nonresidential structures in the 100-year flood plain unless they comply with flood-related design restrictions set forth in Article XXVII of Chapter 9 of the Sacramento City Code.

American River

As a result of the 1986 flood, the U.S. Army Corps of Engineers reevaluated the magnitude of a 100-year event, the condition of existing levees, and the level of protection provided by the existing American River flood control system. The USCOE determined that the existing system only provided 63 year flood protection. The Sacramento Area Flood Control Agency (SAFCA) determined that levee improvements and the proposed Auburn dam project could provide the necessary 100-year flood protection by 1996. Interim 100-year protection could be achieved by increasing the storage capacity of Folsom Dam.

City of Sacramento - Flood Hazard Impact

Most of the project area is next to the Sacramento River or in the 100-year flood plain and has less than 100-year flood protection. 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 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. The flood-related risks created by the proposed project fall within the scope of this Program EIR. The findings adopted with the EIR are contained 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. Therefore, flooding is not anticipated to result in a significant impact for the City of Sacramento that has not already been analyzed.

City of West Sacramento - Flood Hazard Impact

West Sacramento lies within the natural floodplain of the Sacramento River. The land has been reclaimed by a system of levees and by the Yolo and Sacramento Bypasses, which divert flood waters around the city to the west. The potential for flooding in West Sacramento depends on the adequacy of the levee system and magnitude of the flood hazard. Inundation of West Sacramento could occur if the levees failed or were overtopped by flood waters.

While not eliminating the potential for flooding, policies in the General Plan provide for minimizing flood hazards in conjunction with new development. In addition, the City adapted a floodplain management ordinance in February 1990 which institutes development standards for construction within the designated floodplain.

The U.S. Army Corps of Engineers prepared a feasibility study entitled, "Feasibility Report and Environmental Impact Statement/Environmental Impact Report, Sacramento Metropolitan Area" (February 1992), which identified a Selected Plan which would provide the City of West Sacramento with 400-year flood protection. The Plan requires raising the height of the existing levees along the Sacramento River.

General Plan policies, the floodplain management ordinance and the U.S. Army Corps plan for 400-year flood protection are expected to reduce flood hazard to the City of West Sacramento to less-than-significant.

Yolo County

The Safety and Seismic Element of the Yolo County General Plan provides policies that reduce the flood hazard risk to people and property in the area. Yolo County uses these policies as mitigation to reduce the flood hazard to less-than-significant.

Impact: Flooding is not anticipated to result in a significant impact that has not already been analyzed by the local jurisdictions in the environmental documents for adopted plans for the area, which will be incorporated by reference into the EIR for the proposed project.

b. Water Supply

The water supply for the jurisdictions within the project area is drawn from surface and ground water sources. The Sacramento and American Rivers are the primary source of water for the area.

The City of West Sacramento is currently entitled to a maximum of 23,600 acre-feet per year of surface water from the Sacramento River. During the months of October through June, water is available at no cost through the authority of a permit granted by the State Water Resources control Board. The contract with the State Water Resources was signed in 1980 with a 40-year term. During July through September, water is purchased through a contract with the U.S. Bureau of Reclamation. The contract allows for amendment to increase the quantity of water to be made available, as determined necessary and agreed upon by both parties. The flexibility provided by this contract ensures that Sacramento River water is a reliable water supply source for the City of West Sacramento.

Currently, the City of Sacramento has permit entitlements to divert up to 326,800 acre-feet of water annually from the Sacramento and American Rivers. The City holds five water rights permits. One permit is for diversion of Sacramento River water and four permits are for the diversion of American River water.

The City of Sacramento's proposed expansion of the Fairbairn Water Treatment Plan (FWTP) is expected to provide a pumping capacity of 335 gpd which is well above current demand. These future improvements are addressed in the FWTP Expansion Project Draft Environmental Impact Report (November 1990). They are in draft stage and have not yet been adopted by City Council.

These local jurisdictions (i.e., the cities), because of the flexibility of their water contracts and the expansion of existing water treatment facilities, are not anticipated to have a problem meeting future water demands. In addition, the Plan does not propose any development that would place additional demands on the water supply. The Plan does not add additional impacts to those already identified in development plan EIR's for proposed development in the area.

Impact: Therefore, the proposed project is not expected to increase water demand beyond what is planned for by the jurisdictions. Therefore, no significant impact to water supply is anticipated.

c. Drainage

Currently, storm drainage is provided through different mechanisms for each jurisdiction within the project area. Storm drainage is provided to the City of West Sacramento by numerous agencies, including the City and three reclamation districts (Reclamation Districts No. 811, 537, and 900), and the State of California. The facilities of these agencies include buried pipelines, roadside ditches, and gutters, large capacity channels and pipelines, stormwater detention basins,

pump stations, and levees. One pump station, located near the Tower Bridge, receives runoff from a small area of Broderick. This station discharges into the Sacramento River.

The older portions of the City of Sacramento have a Combined Sewer System (CSS) which combines stormwater and municipal wastewater. This system is treated at the Sacramento Regional Wastewater Treatment Plant. The Central Valley Regional Water Quality Control Board has issued to the City of Sacramento a National Pollutant Discharge and Elimination System Permit (NPDES), No. CA0079111. This permit prohibits the bypass or overflow of the combined system except at permitted discharge points to the Sacramento River under specific conditions.

The Yolo County and Sacramento County portions of the project area are primarily rural and tend to drain agricultural areas. Drainage systems in these areas are not improved, consisting of ditches that eventually drain into the Sacramento River.

The proposed project does have the potential to increase runoff into the Sacramento River by increasing impervious surface of buildings and parking lots. Buildings and parking lots prevent the natural infiltration of runoff into the ground. In addition, urban runoff may degrade water quality in the Sacramento River.

Impact: The proposed project may include construction activities such as trails, parks, parking areas, and lookout points that may increase the amount of impervious surface. This increase in impervious surfaces may result in added storm runoff into the Sacramento River. Therefore, the proposed Plan may have a significant impact on drainage. This potentially significant impact will be studied in the EIR.

d. Water Quality

The State establishes water quality objectives for all waters in the state under applicable provisions of Section 303 of the Federal Clean Water Act (CWA) and the State's Porter-Cologne Water Quality Act. Water quality objectives have been established for the Sacramento River and its tributaries which are contained in the 1991 Sacramento River Basin Plan prepared by the Central Valley Regional Water Quality Control Board (CVRWQCB).

The quality of the Sacramento River in the project area is generally considered excellent, and is a source of drinking water supply for the area. In addition, it is used as an irrigation source for agriculture. The Sacramento River tends to have high sediment loads which creates turbidity. The River also contains low concentrations of heavy metals. The closest water quality monitoring station to the project is USGS gage (Id. 11447650) located in Freeport.

Upstream water management and use can affect the quality of water within the River. Regulation of stream flow by the federal and state flood control and storage facilities reduces high water flows and increases summer and fall flows, substantially lessening water quality

variations. During spring and fall, irrigation return flows are discharges to drainage canals that flow into the River. During the winter, local runoff also flows over agricultural lands, increasing the turbidity in the water and introducing herbicides and pesticides. In addition, stormwater and wastewater drainage, urban runoff due to impervious surfaces, construction activities and bank erosion affect water quality.

Impact: The proposed project may include construction activities such as trails, parks, parking areas, and lookout points that may increase the amount of impervious surface. This increase in impervious surfaces may result in added storm runoff into the Sacramento River. The increased runoff may, in turn, contain pollutants that are carried by the runoff to the River. These pollutants may affect the water quality of the Sacramento River. Therefore, the proposed project may have a significant impact on water quality of the Sacramento River and other water features in the area such as wetlands, sloughs. This potentially significant water quality impact will be studied in the EIR.

4. Biological Resources

a. Riparian/Wetlands

The Plan area does support riparian habitat along its riverbank. The riparian habitat is discontinuous due to urban development and flood control structures where the habitat has been removed. The riparian habitat is characterized by overstory trees such as the Fremont cottonwood (Populus fremontii), willows, ash, and alder (Alnus Rhombifolia). Understory vegetation is composed of shrubs such as wild rose (Rosa californica), elderberry (Sambucus mexicana) and coyote bush (Baccharis pilularis), California grape (Vitus californica), poison oak (Toxicodendron diversiloba) and blackberry (Rubus procerus). Native understory grasses include creeping wild rye, Santa Barbara sedge, wild oats, verbena, and brome.

Most of the habitat within the Plan area is disturbed, that is, not pristine. The location of the riparian habitat covered by the Greenway Plan and the Parkway Plan is limited to berms on the waterward side of levees that range from 20 to 300 feet in width, except for some inland areas. In Yolo County the inland areas include: Amen Ranch between river mile 69 and 68; Helvetia Park at river mile 66; and the Sacramento Bypass. In West Sacramento the inland areas include: a portion of the proposed community park just south of the Deep Water Channel at river mile 57 and Bee Lakes at river mile 55. In the City of Sacramento the inland area is Natomas Oaks Park near river mile 61. In the County of Sacramento the inland area is the North Stone Lakes Wildlife Refuge and Beach Lake Preserve.

A goal of the proposed project is to preserve, protect and enhance riparian habitat as identified in the above paragraph. The project seeks to preserve riparian habitat in rural areas designated by the Greenway and Parkway Plans as Riparian Preserve or Nature Study. Areas designated Urban Waterfront Recreation by the Plan recognize existing or approved urban uses instead of riparian habitat preservation and enhancement. The existing or approved urban uses have

already been analyzed in other EIRs and will not be reanalyzed in this document, but a summary of the analyses and conclusions will be included as part of this EIR.

Impact a: Due to the proximity of some areas of Riparian Preserve/Nature Study and Urban Waterfront Recreation, a conflict may occur between habitat goals and existing or planned Urban Waterfront Recreation areas. Therefore, the potential for a significant impact exists. The EIR will study the potential impacts and recommend appropriate mitigations that promote the goals of the proposed project (the Greenway Plan) while acknowledging existing or approved development.

Impact b: The proposed project will preserve some areas of riparian habitat with the Riparian Preserve and Nature Study designations in support of the Plan's goal to preserve, protect and enhance riparian habitat. At the same time, the Plan does propose trails in Nature Study areas. Impacts from the trails may include: increased sediment in the River from construction of the trails and improper use of trails; destruction of habitat; disruption of biological processes due to introduction of people into the area. This is also considered a potential significant impact and will be analyzed in the EIR and appropriate mitigations proposed.

Impact c: The proposed project contains a number of goals that promote a policy of no-net-loss of riparian habitat (see pages 10-14 of the Greenway Plan). There is the potential for a significant impact to proposed Urban Waterfront Recreation development due to this no-net-loss policy. This policy and its potential impact will be analyzed in the EIR and mitigation measures, including off-site, recommended.

b. Aquatic/Fisheries

The Sacramento River provides important habitat for a wide variety of aquatic species. The fish present in the lower Sacramento River include anadromous and resident species. Anadromous species include chinook salmon (*Oncorhynchus tshawytscha*), steelhead trout (*Oncorhynchus kisutch*), silver salmon (*Oncorhynchus gorbuscha*), pink salmon (*Oncorhynchus keta*), American shad (*Alosa sapidissima*) and white sturgeon (*Acipenser transmontanus*).

The Sacramento River has four distinct runs of chinook salmon: fall, late fall, winter, and spring. The tributaries of the Sacramento River, are intensely used by the fish population of the Sacramento River for spawning and migration corridors to smaller creeks and tributaries further upstream.

Warmwater game fish present include a variety of bass (*Micropterus* sp.), striped bass (*Morone saxatilis*), sunfish and bluegill (*Lepomis* sp.).

Riparian habitat along the River's edge provides some shading for the fish and other aquatic species. The shading controls the water temperature which is important for the fish life cycle. Over time, there has been a steady increase in water temperature due to the loss of riparian habitat along the River. This loss of habitat is one factor that has contributed to the increased

mortality of the fish.

Impact a: Some riparian habitat in the project area will be lost due to proposed development that has been approved but not yet built in areas designated Urban Waterfront Recreation. The Greenway Plan describes various development plans within the cities of Sacramento and West Sacramento which have the potential to conflict with policies of the Greenway Plan and thus create an impact on aquatic resources. The impacts of these development plans have been analyzed in previous EIRs for those projects and findings have been made. Based on these existing, certified EIRs, this impact will only be analyzed for new development proposed by the Draft Greenway Plan.

Impact b: The proposed project may result in increased bank erosion and the deposition of sediment into the River through construction activity caused by the development of various components of the Greenway Plan such as trails, lookouts, parking areas, etc. This is considered a potential significant impact of the proposed project and will be analyzed in the EIR.

c. Waters of the U.S./Wetlands

The Plan goals and policies emphasize the preservation and enhancement of riparian habitat which may include wetlands. Areas of prime riparian habitat have been identified in the Plan. These areas are listed as either Riparian Habitat Preserve or Nature Study Areas and may include wetlands.

The following regulatory agencies oversee what qualifies as wetlands or what can be done with wetlands:

A variety of perennially and seasonally flooded habitats fall within the detailed definition of waters of the United States. The Sacramento River is considered as Waters of the United States under the Corps of Engineers jurisdiction pursuant to Section 404 of the Clean Water Act. A variety of perennially and seasonally flooded habitats fall within the definition of waters of the United States and are located within the Greenway Plan area. Any discharge or fill or dredge materials into wetlands, or dredging or modification of Waters of the U.S. should be considered part of the Corps jurisdiction and may require Corps permits.

In addition, Section 10 of the River and Harbors Act prohibits the unauthorized obstruction or alteration of any navigable Waters of the U.S. The Sacramento River is a designated navigable water and is held in trust by the State. The limit of the Corps' jurisdiction is the mean high water mark.

Also, the Department of Fish and Game (DFG) may require that a streambed alteration agreement be obtained prior to any construction or any other activity that may impact the bed, channel, or bank of a river, stream, lake or riparian corridor.

Since the Plan does propose a multipurpose trail system (running the length of the Plan area) and

some recreation facilities such as restrooms, kiosks, signs and gates, there is the potential for an impact to wetlands. The trail system, for the most part, will be located on the Sacramento River levee crown and roads. These development projects are subject to the regulations and requirements as set forth by the Corps of Engineers, the State Reclamation Board, the Department of Fish and Game, State Lands Commission and other agencies.

Impact: There is the potential for the proposed project to cause a significant impact to riparian habitat that includes wetlands. Specifically, the Plan incorporates the following policies ([. 10, 1f; p. 12, 2aii; p.14, 2avi) that ensure:

In Urban Waterfront Recreation and Riverfront District designation, where protection and enhancement of existing native and indigenous vegetation is not feasible, mitigation shall be provided to ensure no-net-loss of habitat within Greenway boundaries.

Habitat Preservation -- Where impacts on sensitive habitats cannot be avoided, lost habitat shall be replaced to the functionally equivalent values according to the following hierarchy within the Greenway: 1) on-site mitigation; 2) off-site mitigation (boundaries may be amended to be a part of the Greenway).

no-net-loss of riparian habitat within each marina development or expansion through careful site planning or effective long-term mitigation measures. The hierarchy of preferred mitigation is avoidance, mitigation on-site, and mitigation off-site. (Replacement of affected habitat through acquisition or restoration of riparian habitat outside the affected area is not recommended because it does not respond to the loss of local habitat productivity.)

Based on these policies, the potential for a significant impact exists. The EIR will analyze these potential impacts and recommend mitigation measures that seek to achieve no-net-loss of riparian/wetlands habitat.

d. Special Status Species

The proposed project's goal is to preserve and protect threatened and endangered species in the project area through the establishment of Riparian Preserve and Nature Study areas. Special-status animals include animals which are legally protected by being listed as Threatened or Endangered under the California Endangered Species Act or the Federal Endangered Species Act, or by being "fully protected from take or possession". In addition, special status animals also include species which are candidates for federal listing and DFG "species of special concern". Species in these categories do not usually have the same degree of legal protection afforded to officially listed species, however, most of these species are protected from unregulated take by local, state, and/or federal regulations. Potentially, some of these species could be added to official state or federal lists in the near future. The unregulated take of birds of prey (raptors), their nests, and/or their eggs is also prohibited according to the California Fish and Game code, section 3503.5.

A review of the California Natural Diversity Database (CNDDDB), revealed the potential occurrence of 10 special status bird species, one reptile species, one plant species and one insect species in the project vicinity. The species that may be found in the area include: Swainson's Hawk (*Buteo swainsoni*), Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), winter-run Chinook Salmon (*Onchorynchus tshawytscha*), California Hibiscus (*Hibiscus californicus*), Giant Garter Snake (*Thamnophis gigas*).

Impact: The proposed project has the potential to cause a significant impact on Special Status Species from the various construction activities proposed as well as from the introduction of more public access and use in the Plan area. Species surveys which have been completed for various approved projects in the project area will provide information on existing conditions in the area of approved projects. This topic will be addressed in the EIR and mitigation measures recommended.

5. Noise

Noise is often defined simply as unwanted sound, and is a subjective reaction to characteristics of a physical phenomenon. Certain levels of noise are identified as a health problem because it inhibits general well-being and contributes to stress and annoyance. The health effects of noise in the community arise from the interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination.

Community noise levels are usually measured in terms of decibels, abbreviated dB. A dB is a unit that describes the amplitude of sound. Under normal conditions, a noise level increase of at least 3 dB is required before the increase is barely audible. A noticeable change in community response to noise levels may occur when noise levels increase by at least 5 dB.

There are several primary sources of community noise within the project area including traffic, airports, railroads, light rail and industrial uses. Noise sensitive receptors are considered residential areas, schools and hospitals. Typical noise levels in these area are in the range of 50 to 60 dB Ldn. Ambient noise levels are at their lowest in the early morning hours, increasing throughout the day as a result of traffic and other human activities.

The local jurisdictions in the Greenway have adopted measures to reduce noise impacts. The City and County of Sacramento have adopted community noise control ordinances. These ordinances are intended to abate noise from existing sources and may also be used as performance standards to judge the potential creation of a nuisance, or potential encroachment of sensitive uses upon noise-producing facilities. West Sacramento has eleven policies in its General Plan to address noise-sensitive land uses and provide standards and programs to avoid noise-related impacts from existing uses and new development.

The proposed project includes construction of bikeways, access gates, kiosks, parking areas and the development of other urban structures. In addition, it is anticipated that the project will

encourage more people to visit and recreate along the Sacramento River. These activities are anticipated to cause noise impacts to the area as described below.

Impact a - Construction Noise: Construction of the bikeways, other recreation features and urban development that are part of the proposed project are anticipated to create noise impacts to adjacent sensitive receptors, especially residential areas. These impacts may be significant and will be analyzed in the EIR.

Impact b - Traffic Noise: The proposed project has the potential of creating traffic impacts at recreation nodes and along routes that access the Greenway and Parkway. These impacts may be significant and will be addressed in the EIR.

Impact c - Recreation Noise: The proposed project is anticipated to encourage recreation, especially pedestrians and bicyclists along the Sacramento River. The noise associated with an increase in the number of people using the Greenway/Parkway may be a significant impact on sensitive receptors (i.e., wildlife, residents and visitors) in the area and will be addressed in the EIR.

6. Light and Glare

Urban development has the potential for creating glare for sensitive receptors - pedestrians and motorists in the area. The amount of glass, the reflectivity of the glass, and the elevation and angles of the building are factors that influence the impact of glare on sensitive receptors.

The proposed project describes urban development plans in the Urban Waterfront areas that may create light and glare impacts. The light and glare impacts associated with adopted urban development in the Plan area are addressed in the specific development plans EIRs, including, but not limited to, the Sierra Foundation EIR for the City of Sacramento and the Triangle Specific Plan EIR for the City of West Sacramento. These identified impacts will not be reanalyzed in the Greenway Plan EIR.

Recreation facilities proposed as part of the project may also create glare impacts depending upon building materials and elevation. In addition, security lighting proposed as a public safety policy may significantly impact humans and animals living in the area.

Impact: The proposed project may create significant light and glare impacts. This will be addressed in the EIR and mitigation measures will be recommended.

7. Land Use

a. Regional Patterns

The Sacramento River forms the boundary between the City of West Sacramento and the City of Sacramento. The cities support most of the urban uses and the counties of Sacramento and Yolo are primarily rural, supporting agriculture and residential uses. Land uses within the project boundaries include agricultural, industrial, commercial, office, residential, public service facilities, recreation and vacant land.

b. Consistency with Local Plans, Goals and Policies

The Greenway and Parkway Plan policies were developed to be consistent with the goals and policies of existing State Lands Commission policies and local plans including General Plans, Community Plans and specific plans. The local plans are listed below:

City of Sacramento

- ▶ Outdoor Recreation and the Public Safety Elements of the General Plan
- ▶ Pocket Community Plan
- ▶ Central City Community Plan
- ▶ 1975 Sacramento River Parkway Master Plan
- ▶ 1989 Parks Master Plan Update

City of West Sacramento

- ▶ City of West Sacramento General Plan
- ▶ City of West Sacramento Parks Master Plan
- ▶ West Sacramento Bicycle and Pedestrian Path Master Plan

Sacramento County

- ▶ Sacramento County General Plan, Conservation and Open Space Element
- ▶ Project 2000 Plan

Yolo County

- ▶ Yolo County General Plan

8. Natural Resources

Future development of the project area will result in the loss of those natural resources associated with the construction of facilities associated with the proposed project's development. The development is not expected to substantially increase the rate of use of natural resources, or the depletion of nonrenewable resources.

Impact: The proposed project is not anticipated to result in a significant impact.

9. Risk of Upset

Industrial or warehouse uses are not proposed as part of the Greenway Plan. The proposed Plan would allow open space, recreation, office, commercial and residential uses. Typically, the proposed project's land uses are not associated with storage of explosive, corrosive or flammable chemicals. There are existing industrial uses within the boundaries of the Greenway Plan. Trails and other facilities proposed in the Greenway Plan may potentially expose people using the Greenway to potential health and safety risks from these adjacent land uses in the event of an explosion or release of hazardous substances. However, the trails and facilities are not anticipated to disturb these resources. In addition, the proposed project will not interfere with emergency response or evacuation plans.

Impact: The trails and facilities proposed in the Greenway Plan will not disturb the resources in the area. In addition, adherence to local safety plan procedures should ensure that the proposed Plan will have a less-than-significant impact on risk of upset.

10/11/12. Population/Housing/Employment

This environmental document does not treat population/housing/employment as an environmental impact, but rather as a socio-economic impact. If there are clear secondary impacts created by the population/housing/employment increase generated by the project, those secondary impacts (i.e., solid waste, sewage, etc.) will be addressed in the EIR .

Impact: The proposed project is not anticipated to alter the location, distribution, density or growth rate of the human population or generate any additional demand for housing or have an effect on employment. Therefore, the proposed project is anticipated to have a less-than-significant effect on population, housing and employment.

13. Transportation/Circulation

a. Existing Setting

The project area is serviced by several major transportation systems. On the west side of the Sacramento River, the Interstate 80 freeway runs north-south adjacent to the project area and Business 80/U.S. 50 run east-west through the area, crossing the River as it heads east towards the Sierras. The Interstate 5 freeway runs parallel to the River through the City of Sacramento. State Route 99 links with I-5 heading north across the American River and links with U.S. 50 heading south.

Several local arterials and collector streets link with these major transportation corridors in the project area. In the City of Sacramento, there are several exits off of I-5 to Old Sacramento and the Pocket portions of the plan area. Recreation facilities in these areas are accessed by local streets such as the Garden Highway in Sacramento County and South Natomas, Jibboom Street in the Downtown area and Riverside Boulevard/Pocket Road in the Pocket area. In West Sacramento, South River Road and Riverbank Road run parallel to the River and provide local access to the River. County Road 22 provides local access in Yolo County. Freeport Boulevard/State Route 160 provides local access to the southern area of the River in Sacramento County.

The Walnut Grove segment of the Southern Pacific rail line runs parallel to the River from Old Sacramento to Sutterville Road in the City of Sacramento where it heads inland. This line runs along the River levee. The Union Pacific line runs parallel to Freeport Boulevard along the levee in the southern portion of the plan area.

Boating is a popular form of transportation in the project area. Several marinas are located along both banks of the River. In addition, many private property owners along the River have their own docks.

b. Circulation

The Greenway Plan promotes recreation access along the River. These recreation nodes may promote more vehicular, bicycle and pedestrian traffic in an area which may create significant impacts to the surrounding existing land uses and the traffic circulation of an area. In addition, an increase in traffic to an area may conflict with the other Greenway Plan goal to preserve, protect and enhance riparian habitat. Finally, the proposed project may increase conflicts between motorists and pedestrians or bicyclists.

Impact: The proposed project may have a significant impact on transportation and circulation. This impact and recommended mitigation measures will be discussed in the EIR.

14. Public Services

Public services are not considered physical environmental impacts, but are considered as basic social and economic services provided by the local jurisdictions. Police and fire personnel provide a wide range of services that are affected by population increases or new facilities that require policing, maintenance, etc. Section 15382 of the CEQA Guidelines defines a significant effect on the environment as a substantial or a potentially substantial adverse change in any of flora, fauna, ambient noise, and/or objects of historic or aesthetic significance. An economic or social change is not by itself a significant effect on the environment. The impact of the proposed project may be considered an economic/social impact, but is considered a less-than-significant physical impact. At the time that the Greenway Plan is considered for adoption, each local jurisdiction that will participate in the Greenway Plan should present an evaluation of the economic/social value and costs of the project.

Impact: The proposed Plan does not have physical impacts on public services. Therefore, this subject will not be discussed in the EIR. Social and economic impacts of a specific development project may be addressed when the development project is approved.

15. Energy

Energy consumption of new buildings in California is regulated by the State Building Energy Efficient Standards, known as Title 24. These standards are contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Enforcement of the regulations is addressed in the California Code of Regulations, Title 20, Chapter 2, Subchapter 4, Article 1. Title 24 applies to all new construction of both residential and non-residential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting.

The proposed project, incorporates by reference, proposed development projects in the Plan area and designates those areas as Urban Waterfront Recreation. Energy requirements for proposed urban development in the Plan area will be addressed in EIR documents for each development.

Impact: The proposed project is expected to result in a less-than-significant impact on energy.

16. Utilities

Each of the local jurisdictions within the Greenway boundaries has adopted policies and procedures for ensuring adequate utility services, including electric, gas and solid waste within their area. The proposed project does not contribute significantly to the demand on these utility services.

The California Integrated Waste Management Act of 1989 (AB939) mandates that cities develop source reduction and recycling plans. The goal of AB939 is to mandate that cities divert 25

percent of the waste stream from going to landfills by 1995, and to divert 50 percent of the waste stream from going to landfills by the year 2000.

Impact: The proposed project may increase the amount of litter generated in the area. This may be a significant impact that can be mitigated to a less than significant level by providing adequate trash receptacles at public access points.

17. Human Health

Demolition of structures may expose persons to hazardous materials associated with construction materials such as asbestos. Projects which involve the handling, storage and transportation of hazardous or radioactive materials may pose a significant impact to human health. The proposed project does not involve demolition of buildings nor does it involve the handling of hazardous substances.

Potential flooding may result in the creation of health and safety hazards or expose people to potential health and safety hazards. The proposed project does not increase the number of people living in the 100-year flood plain over what is expected, based on analysis done for the local jurisdiction's general plans. Therefore, it does not increase the risk of health hazards related to flooding.

Impact: The proposed project is expected to result in a less-than-significant impact on human health.

18. Aesthetics/Urban Design

a. Visual Character of the Plan Area

The Plan area is characterized by a blend of land uses and visual effect. The urban portions of the area, Sacramento and West Sacramento, have a waterfront currently characterized by industrial, commercial and waterfront recreation uses. The levee floodwall is prominent in some locations where there is no waterward berm. The riparian habitat varies throughout the Plan area from narrow bands to lush well-developed habitat. The vegetation is sparse and degraded where there is development. Some riparian vegetation exists where urban development does not extend to the water. In the rural portions of the Plan area, the waterfront is a mixture of rip-rap and riparian habitat, depending upon the type of flood control structure used in the area. Other small developments and residential uses are found along the River in the Plan area.

b. Visually Sensitive Receptors

Development of the Plan area will be visible to local residents, businesses and boaters. People using area parks and the Sacramento River, visitors and residents near the River are sensitive

to the scenic quality in the Plan area. Commuters and other travelers on the roads and freeways in the area will also be affected by the visual aspects of the project.

Receptors considered most sensitive to development within the Plan Area include local residents and recreationists. Local residents are considered sensitive due to the duration of their exposure to any change, their familiarity with the existing landscape, and their ability to detect change. Consequently, local residents in and adjacent to the Plan area would be considered highly sensitive to visual change. In addition, scenic quality generally influences recreational users enjoying activities such as bicycling, hiking, picnicking and water-related activities such as fishing and boating. The Sacramento River is a heavily utilized recreational area, and would be considered a sensitive receptor.

Moderately sensitive receptors include nearby businesses, public open spaces, and tourist destinations such as Old Sacramento. The perceptions of users in these areas are important; however, exposure of these individuals to the landscape is generally of shorter duration and secondary importance to the primary purpose of their presence. This category includes workers in downtown Sacramento and West Sacramento office buildings and visitors to Old Sacramento.

c. Proposed Project

The Greenway Plan goals are to preserve, protect, enhance and restore habitat and to provide public recreation access. Both of these goals promote sensitivity to visual impacts. Increased access to the River will add to the scenic experience of the public. Several scenic overlooks are identified in the Plan to enhance the visual experience of the River. The Plan does include recreation trails and facilities near residential areas and other sensitive receptors which may be interpreted as impacting residential views of the River.

The Plan includes policies to address new urban development in the Greenway. These policies mitigate many of the visual impacts associated with urban development, but cannot remove all visual impacts due to height, bulk and glare created by structures. Most of the new development that will occur in the areas designated Urban Waterfront will be analyzed for aesthetic/urban design impacts in their respective development plan EIRs.

Impact: The Plan is anticipated to have a less-than-significant aesthetic impact.

19. Recreation

a. Regional Setting

Existing recreational use in the Plan area includes various active and passive recreational activities that are both land-based and water-based. Some recreational uses of the River are distinct to seasons of the year. For example, the River receives its greatest skiing and boat cruising activity during the summer months, while fishing is common during the spring and fall.

Shore-based activities include bicycling, picnicking, and walking or passive enjoyment of the river environment.

b. River Corridor Recreation Plans

1975 Sacramento River Parkway Plan

The City of Sacramento's 1975 Parkway Plan (SRPP) encompasses an area that is located along the easterly bank of the Sacramento River extending from the confluence of the Sacramento and American Rivers on the north to the Sacramento City limits on the south. The Plan contains goals and policies in support of continuous recreation access to the River, as well as, habitat preservation. The Plan also recognizes the flood control function of the Parkway. The Plan also contained a an inventory of resources in the Parkway and a feasibility study for the Parkway. Areas of the Parkway were designated for different intensity of uses based on physical and social opportunities and constraints. The Parkway Plan was adopted and incorporated by reference int the 1988 General Plan Update.

1976 City/County Bikeway Master Plan

The City/County Bikeway Master Plan was adopted in 1976 as an effort to coordinate and develop a bikeway system to safely meet the increasing bicycling transportation and recreation needs of the City and County of Sacramento. The goal of the Bikeway Plan is to develop a comprehensive bikeway system for Sacramento City and County which will meet both the transportation and recreation needs of its residents. An objective of the Plan was "to take full advantage of the beauty and natural features of the Sacramento area in expanding the opportunities for all people to ride on aesthetically pleasant and safe bikeways.

City of West Sacramento Draft Parks Master Plan

Goals set forth in the 1990 West Sacramento General Plan requires that a Parks Master Plan be developed for the City. The Draft Parks Master Plan is designed to identify and correct shortcomings in the existing park system. The Parks Plan also serves as a long range plan to accommodate anticipated population growth. Objectives and policies in the Plan support recreation along the Sacramento River. Objective 3 states: "To provide and encourage, to the fullest extent possible, public access to the Sacramento River and Deep Water Ship Channel for recreation purposes." Policy 3.1 states: "Ensure continuous public access to the Sacramento River for its full length within West Sacramento."

1985 American River Parkway Plan

The Sacramento County Department of Parks and Recreation has the primary responsibility for the administration and management of the portion of the American River between Hazel Avenue and the American River's confluence with the Sacramento River. The entire American River Parkway includes an open space greenbelt that extends from Folsom Dam to the confluence with

the Sacramento River. The goals of the Plan provide for a continuous, public open space greenbelt along the River, as well as, to preserve and protect the natural environment of the American River. The American River Parkway Plan is a model for other river corridor plans.

c. Proposed Project

One of the goals of the Greenway Plan is "to provide for controlled public access for recreational uses related to the Sacramento River." The Plan includes many policies intended to enhance the recreation opportunities along the Sacramento River. Bicycle and pedestrian trails, scenic overlooks, information kiosks and recreation facilities are supported in the Plan.

Impact: Therefore, the Plan is expected to result in a less-than-significant impact to recreation in the Plan area and the region.

20. Cultural Resources

a. Regional Setting

Prehistoric Resources

The Plan area was inhabited by Patwin and Nisenan tribes prior to European settlement. The Patwin occupied the west side of the River and the Nisenan settled on the east side. Their settlements were usually situated on low knolls near waterways and above marshy floodplains. In general, prehistoric archaeological sites in the region tend to be located along watercourses, at or near vegetation changes, at the edge of former marsh boundaries, and in elevated areas above the floodplain. Archaeological sites, features, or artifacts that may remain from prehistoric activity include village sites, structures, middens, mortars and pestles, arrowheads, grinding stones, knives, pipes, and a variety of hand implements.

Historic Resources

There was limited European exploration of the region prior to 1839, when John Sutter built Sutter's Fort. European settlement of the area expanded in 1848 with the discovery of gold. The Sacramento River was an integral part of the growth and development of the region by providing a way to transport supplies from the coast to the area. Historic resources may consist of artifacts, records, districts, sites, buildings, properties, trails or landscapes.

Regulatory Context

Historic and prehistoric resources of major importance are inventoried and regulated by federal, state, and local governments through the following registers:

National Register of Historic Places - The National Historic Preservation Act requires

important historic and prehistoric resources to be listed in the National Register of Historic Places. (16 USC Section 470 et seq.)

California Historical Landmarks and Points of Historic Interest - The State Historical Resources Commission inventories historic landmarks and points of interest (Public Resources Code, Section 5020 et seq.).

b. Project Area Resources

The banks of the Sacramento River are considered a prime area for prehistoric and historic resources. However, not all sites have been identified. Areas of especially high sensitivity for these resources are identified by the local jurisdictions. In the City of Sacramento, these high sensitivity areas are called "Primary Impact Areas" and are found in the South Natomas, Downtown and Pocket areas. The City of West Sacramento has identified portions of the Sacramento waterfront as a "Cultural Resource Zone". A cultural resources survey has also been done for the State Lands Commission.

The Plan area contains sensitive archaeological sites for prehistoric and historic resources. Development of the Plan area could result in the discovery of and/or damage to cultural resources which would be considered a significant impact.

Impact: The Plan may have a significant impact on cultural resources.

We are waiting to get cultural resource inventories from the State. Once we have obtained these, if there are no identified sites, then this impact will be considered less-than-significant. If known sites are identified in the Plan area, then this impact will remain significant with appropriate mitigation measures.

EXHIBIT A

SACRAMENTO RIVER
GREENWAY PLAN
LOCATION MAP

