City of SACRAMENTO

ADDENDUM TO THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR FOR THE SACRAMENTO RIVER PARKWAY PROJECT

The City of Sacramento (City), California has prepared an Addendum to the previously certified 1997 Sacramento River Parkway Plan Environmental Impact Report (EIR) for the following project:

SACRAMENTO RIVER PARKWAY PROJECT

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

The proposed Sacramento River Parkway Project (project) is a segment of the planned trail within the community known as the Pocket/Greenhaven neighborhood. This segment would extend the existing paved trail approximately four miles from Garcia Bend Park along the Sacramento River levee to Zacharias Park. The proposed project would pave 12 feet in the center of the existing Sacramento River levee, with 2 feet of decomposed granite on each side, for bicycle and pedestrian use. Along the levee, the state and local flood control agencies have rights of access for inspection, and occasionally use the unpaved levee as a maintenance road. The paved trail would be used by these agencies to facilitate their inspections.

The purpose of the project is to create a Class I, off-street, multi-use trail for recreational use, bicycle commuter travel and to provide public access to open space and natural resources. In addition, the project would contribute to the completion of the 1997 Sacramento River Parkway Plan and the goals identified in the plan. The 1997 Sacramento Parkway Plan shows the levee trail connecting to the system of bikeways in downtown Sacramento. Permanent right of way (ROW) easements are expected to be necessary from several parcels in the project area along the Sacramento River levee.

The State Central Valley Flood Protection Board (CVFPB) has jurisdiction over levee improvements and a permit to construct the project would be required. Based on anticipated CVFPB permit conditions, the trail would not be lighted, only regulatory signage would be allowed to be installed on the levee, and landscaping would not be allowed on the levee.

The development of a multi-use trail along the Sacramento River through the Pocket/Greenhaven neighborhood was included in the State Lands Commission 1998 Greenway Plan, Sacramento Area Council of Government's (SACOG) 2015 Regional Bicycle, Pedestrian and Trails Master Plan, the 2016 City Bicycle Master Plan, the City's 2005 Parks and Recreation Master Plan, and the City's General Plan, last updated in 2024 as the 2040 General Plan. The existing paved Sacramento River Parkway Trail in the Pocket/Greenhaven neighborhood extends along the crown of the levee from Garcia Bend

Park south to the city limits. This paved section of the levee trail was constructed in 2000. Another existing segment of trail extends north of Zacharias Park.

The City's Community Development Department has reviewed the proposed project as provided in the California Environmental Quality Act (CEQA) and has determined, on the basis of substantial evidence from the administrative record, that no subsequent or supplemental EIR or negative declaration is required because: (1) the project scope has not changed; (2) the circumstances under which the project will be undertaken has not changed; and (3) there is no new information of substantial importance which was not known when the Sacramento River Parkway Plan EIR was prepared that shows that there are potentially new or more severe significant effects or feasible mitigation measures that were not addressed in the prior EIR. See Public Resources Code Section 21166; CEQA Guidelines Section 15162.

In accordance with CEQA Guidelines Section 15164, this Addendum to the 1997 Sacramento River Parkway Plan EIR has been prepared pursuant to CEQA (Public Resources Code Section 21000 et. seq); Title 14, Chapter 3, Sections 15000-15387 of the California Code of Regulations; and the Sacramento Local Environmental Regulations (Resolution No. 1991-892) adopted by the City.

The 1997 Sacramento River Parkway Plan EIR, the Initial Study supporting this Addendum, and the City Council resolutions adopting Sacramento River Parkway Plan and EIR, including the required findings and mitigation measures, may be reviewed at the offices of the Community Development Department, Planning Division, 300 Richards Boulevard, Sacramento, California 95811 during public counter hours and online at https://www.cityofsacramento.gov/community-development/planning.

INTRODUCTION

This Addendum to the 1997 Sacramento River Parkway Plan EIR covers the construction and operation of a segment of the Sacramento River Parkway trail within the Pocket neighborhood, also referred to as the Pocket/Greenhaven neighborhood, of the city of Sacramento. The project is a component of the 1997 Sacramento River Parkway Plan and was previously analyzed in the 1997 Sacramento River Parkway Plan EIR. The project proposes to pave a 12-foot portion of the levee crown for a four-mile section from Garcia Bend Park along the Sacramento River levee to Zacharias Park. The City is the lead agency for compliance with CEQA and implementation of the project. The project is listed in SACOG's 2023-2026 Metropolitan Transportation Improvement Program (MTIP) (Sacramento Area Council of Governments, 2022).

PROJECT BACKGROUND

The Sacramento River Parkway is a planned recreational trail corridor that extends from Interstate 80 in South Natomas to the southern tip of the city, on the east levee of the Sacramento River. The concept of the Sacramento River Parkway was originally adopted by the City Council in the 1975 Sacramento River Parkway Plan. The 1975 Sacramento River Parkway Plan was refined and updated in the 1997 Sacramento River Parkway Plan (Parkway Plan) adopted by the City Council on October 21, 1997, as well as the Sacramento River Greenway Plan adopted by the State Lands Commission. Since 1997, the Sacramento River Parkway has been included in the City's General Plan and General Plan updates, the City's Bicycle Master Plan, the City's Parks and Recreation Master Plan, and SACOG's 2015 Regional Bicycle, Pedestrian and Trails Master Plan. As part of the adoption of each of these plans, CEQA documentation was prepared.

In 1997, the City Council certified the 1997 Sacramento River Parkway Plan EIR which was a program-level EIR covering the proposed Parkway Plan. The Parkway Plan included a series of policies and project components. The main project component of the Parkway Plan was a multi-use trail along the levee crown of the Sacramento River levee in the city of Sacramento. The 1997 Sacramento River Parkway Plan EIR reviewed the proposed levee crown trail segment and also considered other project components, such as recreational land uses, access points, parking areas and recreational uses in the Parkway.

The 1997 Sacramento River Parkway Plan EIR certification was accompanied by an adopted Mitigation Monitoring Program (MMP) which outlined mitigation measures that would be applied to the Sacramento Parkway Plan projects. In addition, the 1997 Sacramento River Parkway Plan EIR assumed that a preliminary review of proposed parkway plan projects would occur to ensure no new or unusual impacts would occur at a project specific level.

In 2025, the City conducted an environmental screening (Initial Study) of the proposed project. The intention of the 2025 Initial Study is to address minor project changes since the 1997 Sacramento River Parkway Plan EIR. The 2025 Initial Study evaluates the environmental impacts based on current standards and utilizes the City's current CEQA guidelines, rather than the CEQA thresholds identified in the 1997 Sacramento River Parkway Plan EIR. This Initial Study did not identify any new impacts which were not adequately addressed in the 1997 Sacramento River Parkway Plan EIR and the adopted mitigation measures of that EIR. The adopted mitigation measures remain effective in

addressing the impacts posed by the project. The City Council adopted a MMP as part of its approval of the original project and the MMP remains applicable to the revised project.

PROJECT DESCRIPTION

The project includes construction of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood. The proposed trail segment would consist of a 12-foot-wide paved asphalt concrete path with 2-foot shoulders comprised of decomposed granite on each side of the pavement. Construction of the trail would also include resurfacing of the existing gravel levee road to meet Class I bicycle trail standards. New access ramps built along the land side of the levee are proposed at the following locations:

- At Sleepy River Way, adjacent to the levee
- At Country River Way, adjacent to the levee
- At Audubon Circle, adjacent to the levee
- On North Point Way, adjacent to the levee
- From Clipper Way, through Zacharias Park

Intersection improvements at Pocket Road/Riverside Boulevard are included to facilitate bicycle and pedestrian crossings to the proposed multi-use path at the neighborhood access ramps. Intersection improvements at Ashore Way/Riverside Boulevard would include a new pedestrian activated signal with high visibility crosswalk and curb extensions. Intersection improvements at Rivertree Way/Riverside Boulevard would similarly include a new pedestrian activated signal with high visibility crosswalk and curb extensions. A new pedestrian crossing of Pocket Road would be installed just south of Country River Way near the Pocket Canal. This crossing would include a pedestrian activated signal, high visibility crosswalks, new curb ramps, removal of a portion of raised median on Pocket Road, and construction of bicycle facilities to the Pocket Canal trail entrances. Minor intersection grading for ADA compliance may be required.

The majority of the new trail construction would require excavations of less than two feet in depth and would average six to eight inches depending on the quality of the sub-base. In some specific locations project features such as small retaining walls or light foundations, including pedestrian improvements, would require deeper excavation not to exceed five feet in depth. Drainage modifications may be required at intersections with curb extensions, which would require excavations of less than five feet.

RECREATIONAL EASEMENT ACQUISITION

Currently, the CVFPB has maintenance easements along the levee for flood control maintenance and emergency access. Permanent ROW easements are expected to be necessary from several parcels in the project area along the Sacramento River levee. Temporary construction easements (TCE) for construction staging would be necessary along the project alignment, including Garcia Bend Park and Zacharias Park.

CONSTRUCTION PERIOD TIMING

Construction of the project is anticipated to occur for nine to 12 months.

CONSTRUCTION ACCESS, STAGING AND METHODS:

Trail access for construction equipment would be provided at Pocket Canal Sump Station #132 located off Pocket Road, and the Garcia Bend Park parking area. Construction and equipment staging would be located within the paved sections of Sump Station #132 and Garcia Bend Park and its parking lot for the duration of construction. Both staging areas are currently developed and paved areas owned by the City.

UTILITIES

At this time, no utility relocations are anticipated; however, if they are determined necessary during final design relocations would be coordinated with individual utility owners. If any utility relocations are deemed necessary, they would be relocated within the proposed project area.

TREE AND VEGETATION REMOVALS

The project footprint includes the levee crown, which is a level gravel road, from Garcia Bend Park to Zacharias Park and improvements at both Ashore Way/Riverside Boulevard and Rivertree Way/Riverside Boulevard intersections would include a new pedestrian beacon signal with high visibility crosswalk and curb extensions. In addition, a new pedestrian crossing on Pocket Road would be installed just south of Country River Way near the Pocket Canal. Tree and vegetation removal would be required for the project for construction of access points.

PERMITS FROM OTHER RESPONSIBLE AGENCIES REQUIRED FOR THE PROJECT

- Department of Water Resource Maintenance Area 9 (MA-9), municipal separate storm sewer system (MS4) permit
- Regional Water Quality Control Board, National Pollutant Discharge Elimination System (NPDES) 402 General Permit for Storm Water Discharges Associated with Construction Activity
- CVFPB, Encroachment Permit
- Sacramento Area Flood Control Agency (SAFCA), Construction timing coordination.
- U.S. Army Corps of Engineers (USACE), Section 408 Permit

The proposed project is covered by the Sacramento County area-wide MS4 permit to discharge storm water runoff from storm drains within the County jurisdiction; however, since the project area exceeds one acre, a NPDES 402 General Permit for Storm Water Discharges Associated with Construction Activity would also be obtained prior to construction.

The proposed project is located along the Sacramento River levee within the 100-year floodplain. Coordination with CVFPB, Department of Water Resource MA-9, USACE and SAFCA would be required prior to construction.

DISCUSSION OF REQUIREMENTS FOR USE OF AN ADDENDUM

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

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

The1997 Sacramento River Parkway Plan EIR evaluated the implementation of a multi-use trail along the Sacramento River levee from the northern Sacramento city limits in South Natomas to the southern city limits near Freeport. The proposed project from Garcia Bend Park to Zacharias Park would be within the 1997 Sacramento River Parkway Plan EIR evaluation limits.

Within the segment from Garcia Bend Park to Zacharias Park, the project would be consistent with the project footprint and location of the proposed trail segment in the Pocket/Greenhaven neighborhood considered in the 1997 Sacramento River Parkway Plan EIR. In 2025, an Initial Study was completed on the Sacramento River Parkway Project to determine if any new significant impacts or any increase in the severity of impacts would result. The Initial Study determined that the proposed project did not result in any new significant impacts or change the severity of impacts previously evaluated in the 1997 Sacramento River Parkway Plan EIR. The analysis in the 1997 Sacramento River Parkway Plan EIR remains relevant and adequate to address the impacts of the proposed project.

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

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

The 2025 Initial Study for the project also reviewed the project under the City's adopted 2040 General Plan and the 2040 General Plan Master EIR (Master EIR). The Initial Study reviewed whether cumulative conditions have changed substantially from those addressed in the Sacramento River Parkway Plan EIR. The Initial Study found that cumulative conditions in the Pocket/Greenhaven neighborhood of the City have not changed significantly since the preparation of the 1997 Sacramento River Parkway Plan EIR. According to the United States (U.S.) Census counts for the Pocket/Greenhaven neighborhood zip code (95831), the total population in year 2000 was 42,821 with a small decline to 41,321 persons in 2010. The U.S. Census Bureau's 2020 estimate for the Pocket/Greenhaven neighborhood zip code is 43,099 persons (United States Census Bureau, 2020). Population and housing counts in the project area remain relatively unchanged from the 1997 Sacramento River Parkway Plan EIR. No new major subdivisions or roadways have been developed

in the project area which would change the cumulative environment where the project is located. The proposed project is expected to serve the recreational needs of the existing residents. Given that the Pocket/Greenhaven neighborhood population remains relatively unchanged, the number of local trail users is expected to be consistent with what was analyzed in the 1997 Sacramento River Parkway Plan EIR.

From a policy perspective, although the City has updated the City's General Plan since certification of the 1997 Sacramento River Parkway Plan EIR, the most recent General Plan continues to include the multi-use trail along the Sacramento River in the Pocket/Greenhaven neighborhood, as does the most recent update of the City's Bicycle Master Plan. Land use designations in the Pocket/Greenhaven neighborhood have not changed substantially since the certification of the 1997 Sacramento River Parkway Plan EIR; the Pocket/Greenhaven neighborhood was at that time and continues to be a developed and urbanized area. The adoption of the 2040 General Plan does not result in a change of or any new significant effects relating to the proposed project (City of Sacramento, 2024).

The 1997 Sacramento River Parkway Plan EIR determined that the Pocket/Greenhaven neighborhood was subject to flood risks. Levee improvements have been completed in the meantime to meet USACE levee certification requirements and maintain the area's eligibility for the National Flood Insurance Program. The project would not affect the flood risk in the Pocket/Greenhaven neighborhood and would not impact levee inspections during high river periods. Recreational trails may be closed when needed by the flood control agencies.

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

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

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

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

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

The impacts associated with paving of a segment of the existing gravel maintenance road on the levee crown from Garcia Bend Park to Zacharias Park and the addition of access points along the trail were evaluated in the 1997 Sacramento River Parkway Plan EIR. However, the pedestrian improvements at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road just south of Country River Way near the Pocket Canal, were not evaluated as part of the 1997 Sacramento River Parkway Plan EIR. As discussed in the Initial Study, the project does not result in any new or increased

potentially significant environmental impacts that were not previously identified in the 1997 Sacramento River Parkway Plan EIR. The proposed project would not result in effects more severe than what was evaluated in the EIR and for which mitigation measures were adopted.

The adopted mitigation measures remain effective in addressing the impacts posed by the project. The City Council adopted a Mitigation Monitoring Program (MMP) as part of its approval of the original project and the MMP remains applicable to the revised project.

CONCLUSION

The proposed project does not require any revisions to the prior 1997 Sacramento River Parkway Plan EIR because no new or substantially more intense or severe significant environmental impacts or potentially significant environmental impacts would result from the proposed project. Within this segment from Garcia Bend Park to Zacharias Park, the proposed project has the same alignment along the levee crown as the trail segment analyzed in the 1997 Sacramento River Parkway Plan EIR.

Based on the 2025 Initial Study for the project, none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a Subsequent EIR or Supplemental EIR have been identified. In summary, the proposed project would not:

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

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

ATTACHMENTS:

A. 2025 Initial Study for the Sacramento River Parkway Project

City of SACRAMENTO

ATTACHMENT A: INITIAL STUDY FOR THE SACRAMENTO RIVER PARKWAY PROJECT

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

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

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

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

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the 1997 Sacramento River Parkway Plan environmental impact report (EIR). The analysis utilizes the City's current CEQA guidelines.

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

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

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

SECTION I – BACKGROUND

Project Name and File Number: Sacramento River Parkway Project

Project Location: From Garcia Bend Park to Zacharias Park. "Phase 1" of the project is located along the levee crown of the Sacramento River from Garcia Bend Park to Audubon Circle, and "Phase 2" from Audubon Circle to Zacharias Park. The project would also include pedestrian improvements at three intersections on Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road just south of Country River Way.

Project Sponsor: Public Works Department of the City of Sacramento

Project Manager: Megan Johnson, Senior Engineer
City of Sacramento, Department of Public Works
915 I Street, 2nd Floor,
Sacramento, CA 95814
Phone: (916) 808-1967
E-mail: Mejohnson@cityofsacramento.org

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

Date Initial Study Completed: March 11, 2025

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

The City's Community Development Department has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project has been adequately analyzed as a program component of the 1997 Sacramento River Parkway Plan EIR. The project is also consistent with the 2040 General Plan.

The City has prepared the attached Initial Study to review the potential project impacts, cumulative impacts, growth inducing impacts, and irreversible significant effects in accordance with the information and analysis contained in the 1997 Sacramento River Parkway Plan EIR to determine its adequacy for the proposed project (see CEQA Guidelines Sections 15162 and 15178(b), (c)). The Master EIR was also reviewed to determine if there are changed circumstances or cumulative effects that would be relevant to evaluation of the proposed project with the 1997 Sacramento River Parkway Plan EIR. The purpose of the analysis was to determine whether any potential new or additional project-specific potentially significant environmental effects that were not

analyzed in the prior EIR's could be caused by the proposed project and if so, whether there are any feasible mitigation measures that may avoid or reduce such effects.

This analysis incorporates by reference the 1997 Sacramento River Parkway Plan EIR and the general discussion portions of the Master EIR (CEQA Guidelines Section 15150(a)). The 1997 Sacramento River Parkway Plan EIR and the Master EIR are available for public review at the City's Community Development Department, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 9581. The Master EIR is available on the City's website at:

https://www.cityofsacramento.gov/community-development/planning

The 1997 Sacramento River Parkway Plan EIR (SCH# 93-10216, certified by Resolution No. 97-590) considered the environmental effects of a riverfront trail along the Sacramento River levee in the city of Sacramento. The trail segment of the proposed project from Garcia Bend Park to Zacharias Park was included in the analysis in the 1997 Sacramento River Parkway Plan EIR. The 1997 Sacramento River Parkway Plan EIR assumed that in the Pocket/Greenhaven neighborhood, the trail would be constructed on the levee crown. The project location and footprint within the project area are the same as those analyzed in the 1997 Sacramento River Parkway Plan EIR. This Initial Study has been prepared to determine if there are any new project specific impacts, changed circumstances, or mitigation approaches that were not discussed in the 1997 Sacramento River Parkway Plan EIR.

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

The City, in cooperation with the California Department of Transportation (Caltrans), proposes to construct a segment of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood (project). The project limits are comprised of two sub-segments: “Phase 1” from Garcia Bend Park to Audubon Circle, and “Phase 2” from Audubon Circle to Zacharias Park. The project will also include trail access points between Sleepy River Way and Zacharias Park (project area) (see **Figure 1**, Regional Location and **Figure 2**, Project Location). In order to provide more universal access to the new trail, pedestrian improvements at three intersections are proposed to provide better pedestrian and bicycle access across Riverside Boulevard/Pocket Road. These intersections include Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and a new crosswalk, pedestrian signal, and bike facilities across Pocket Road just south of Country River Way. Permanent right of way (ROW) easements are expected to be necessary from several parcels in the project area along the Sacramento River levee. Temporary construction easements (TCEs) for construction staging would be necessary along the project alignment, including Garcia Bend Park and Zacharias Park (see **Figure 3**, Project Footprint). The project is listed in Sacramento Area Council of Government’s (SACOG’s) 2023-2026 Metropolitan Transportation Improvement Program (MTIP) (Sacramento Area Council of Governments, 2022).

The City will be the lead agency pursuant to CEQA. The City is pursuing federal transportation funding to complete both the Phase 1 and Phase 2 projects; therefore, compliance with the National Environmental Policy Act (NEPA) will be required for both segments, and Caltrans will be the NEPA Lead Agency.

PROJECT BACKGROUND

The Sacramento River Parkway is a 17-mile trail corridor within the city of Sacramento. The northern terminus of the Sacramento River Parkway is generally South Natomas and the southern terminus is at the city limit near Freeport Bridge. The concept of the Sacramento River Parkway was adopted by the City Council in 1975. In 1997, the 1997 Sacramento River Parkway Plan EIR was updated and adopted by the City Council. The Sacramento River Parkway has been incorporated into several planning documents such as the State Lands Commission 1998 Greenway Plan, Sacramento Area Council of Governments Regional Bicycle, Pedestrian, and Trails Master Plan, City and Sacramento County Bicycle Master Plan, the City’s Parks and Recreation Master Plan, and the City’s General Plan.

The Sacramento River Parkway Project is a multi-phase project that would close part of the existing gap and complete the levee top trail within the Pocket neighborhood. The project limits are comprised of two sub-segments: “Phase 1” from Garcia Bend Park to Audubon Circle, and “Phase 2” from Audubon Circle to Zacharias Park. In 2019, an Addendum to the 1997 Sacramento River Parkway Plan EIR was prepared for “Phase 1,” referred to as the Central Pocket Levee Trail Segment within the 2019 Addendum. After the 2019 Addendum to the 1997 Sacramento River Parkway Plan EIR, "Phase 1" was further extended north to Audubon Circle, as well as updated

to incorporate neighborhood connections and intersections. Additionally, "Phase 2" has been integrated into the project, which involves extending the trail from Audubon Circle to Zacharias Park.

SACRAMENTO RIVER PARKWAY PLAN GOALS

The 1997 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 1-80 and Garden Highway in South Natomas to the City limits at Freeport.

PROJECT PURPOSE

The purpose of the project is to create a Class I, off-street, multi-use trail for recreational use and bicycle commuter travel and to provide public access to open space and natural resources. The project would contribute to the completion of the 1997 Sacramento River Parkway Plan and implement the goals identified in the plan, listed above.

PROJECT NEED

The project is needed to close the gap in the levee-top multi-use trail between Garcia Bend Park and Zacharias Park, and to establish trail connections in the Pocket/Greenhaven neighborhood. The proposed trail improvements would connect with the existing paved Sacramento River Parkway Trail.

PROJECT LOCATION

“Phase 1” of the project is located along the levee crown of the Sacramento River from Garcia Bend Park to Audubon Circle, and “Phase 2” from Audubon Circle to Zacharias Park. “Phase 1” would also include pedestrian improvements at three intersections on Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road, just south of Country River Way.

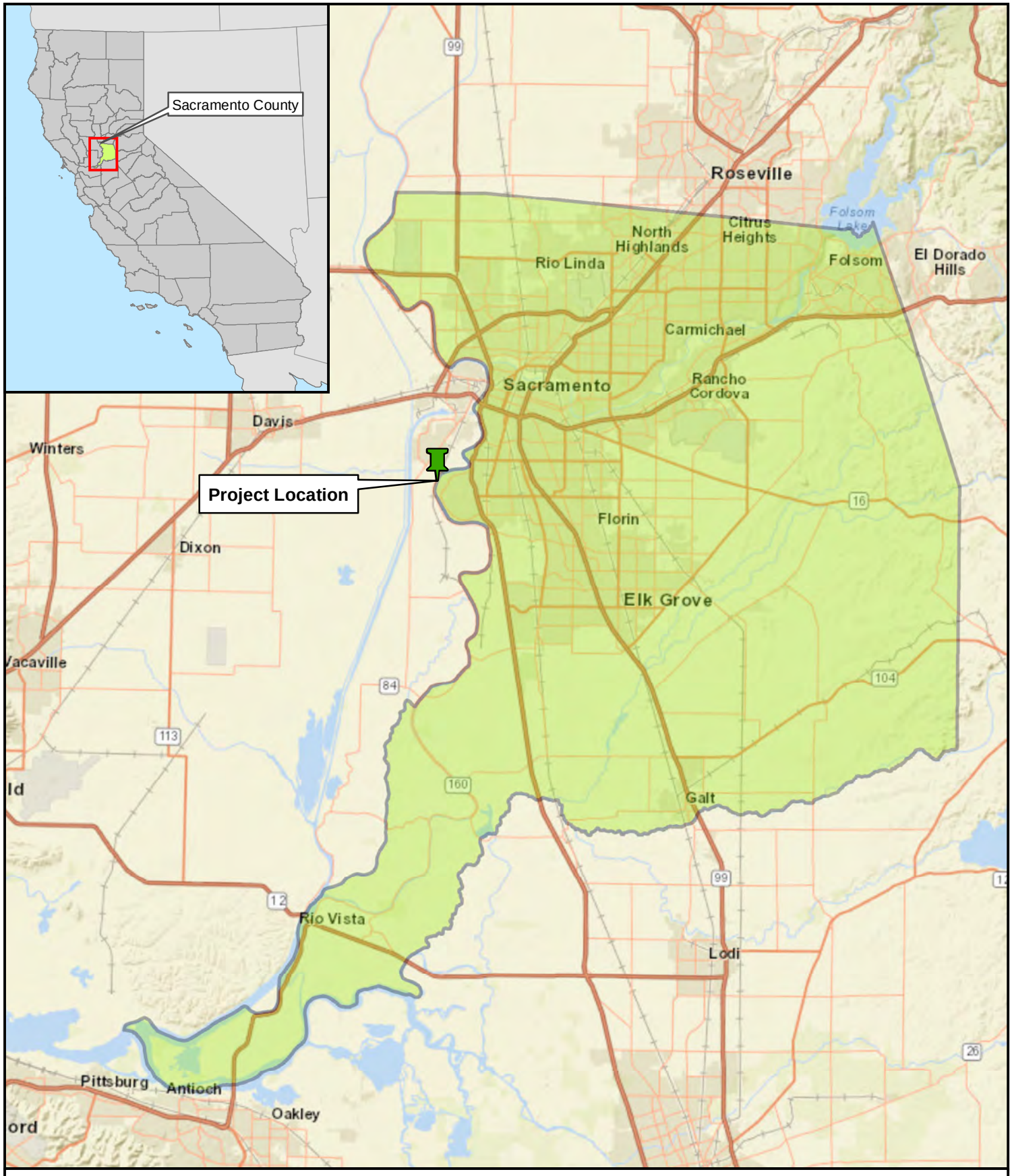

FIGURE 1

REGIONAL LOCATION

SACRAMENTO RIVER PARKWAY PROJECT

SACRAMENTO COUNTY, CALIFORNIA

JULY 2022

0 2.5 5 10

Miles

NORTH

WOOD RODGERS

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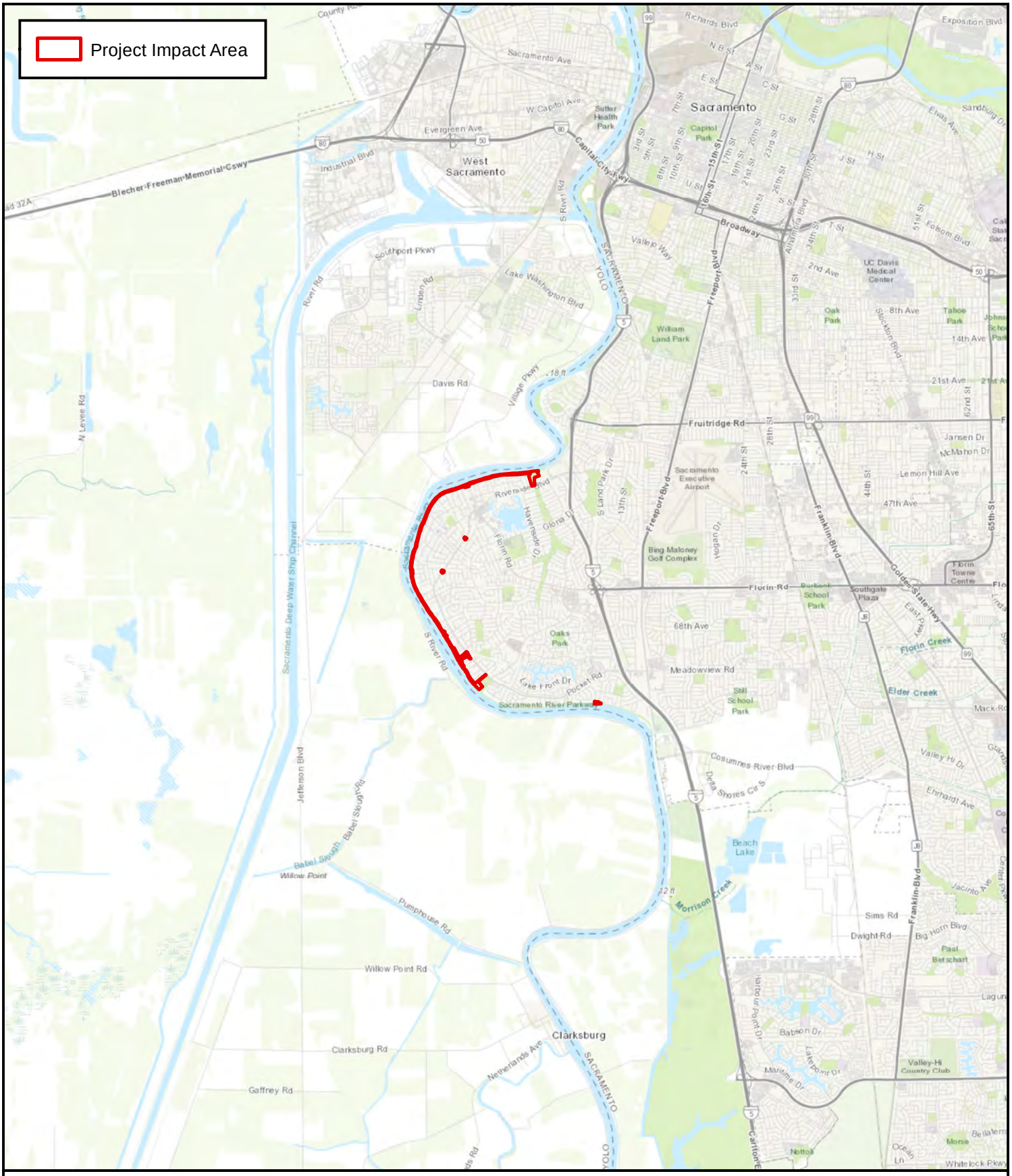


FIGURE 2

PROJECT LOCATION

SACRAMENTO RIVER PARKWAY PROJECT

SACRAMENTO COUNTY, CALIFORNIA

JULY 2024

WOOD RODGERS

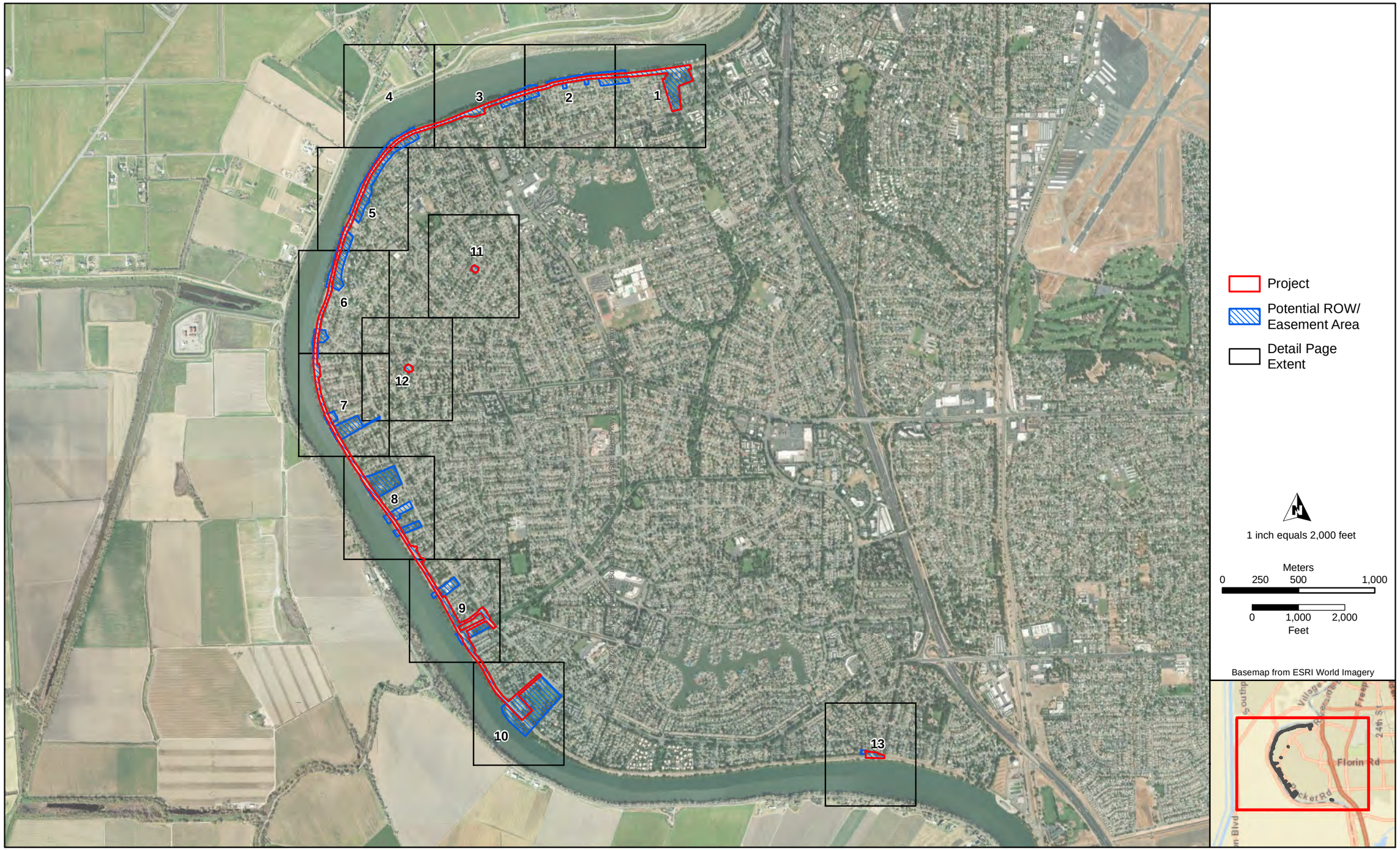
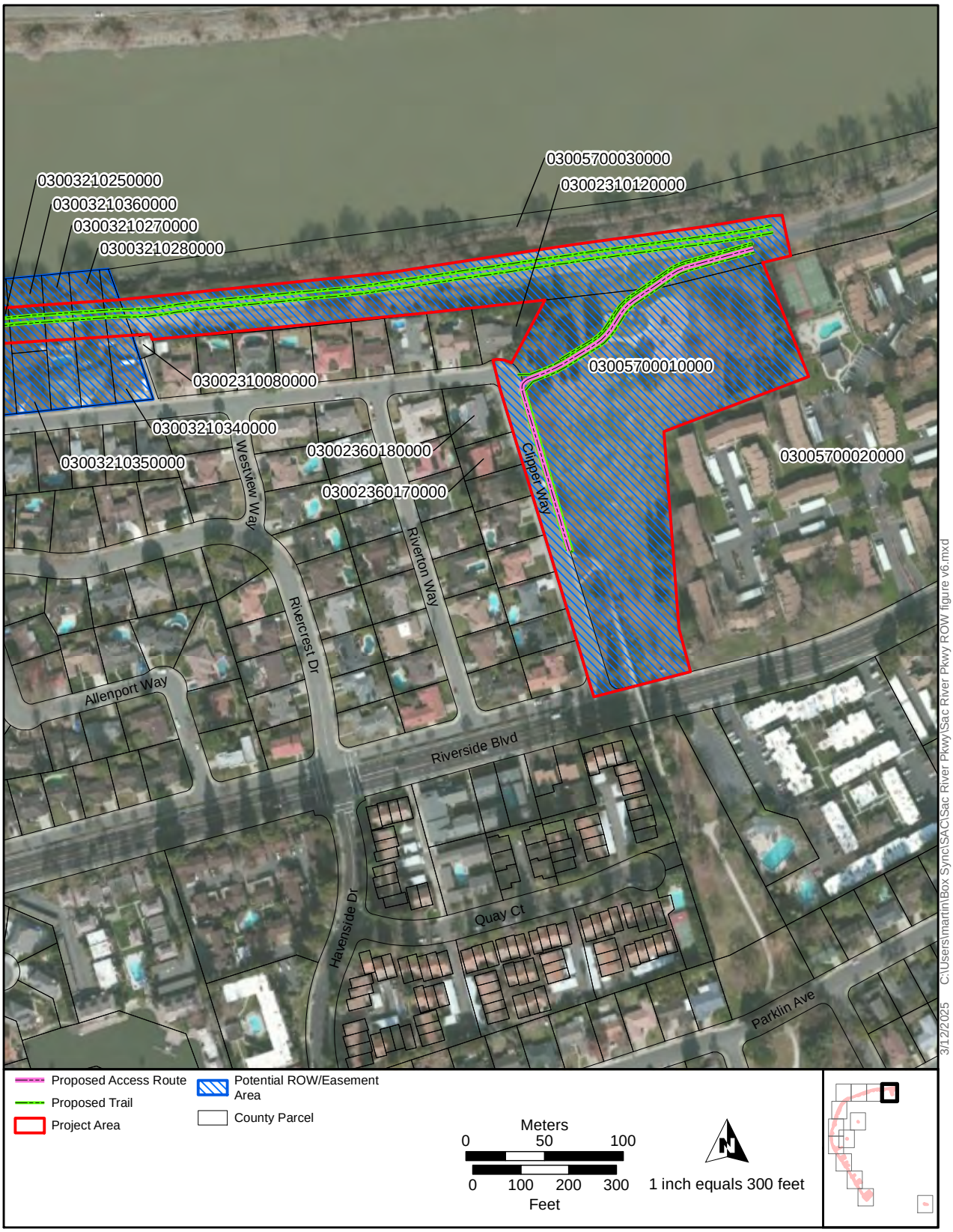
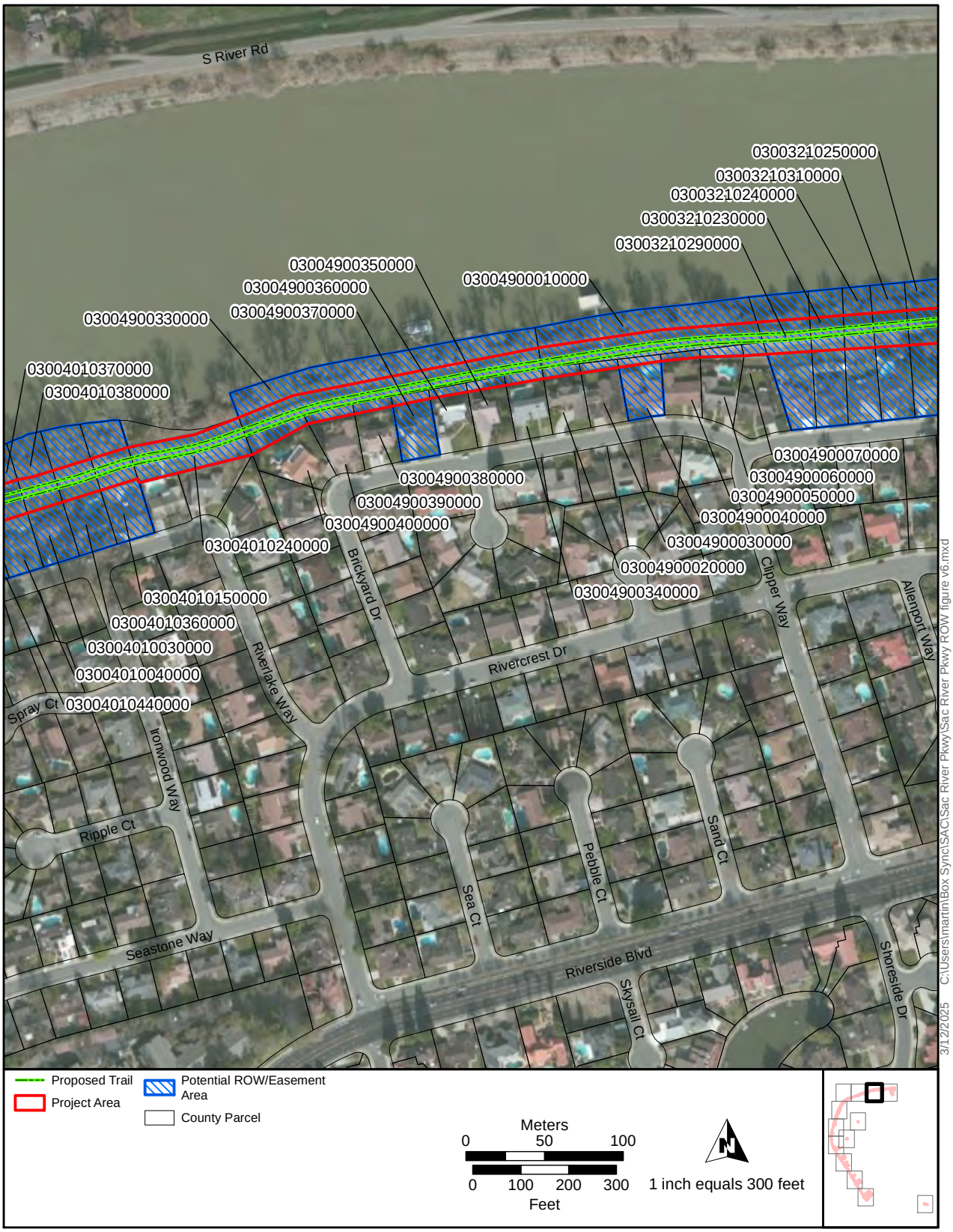


FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



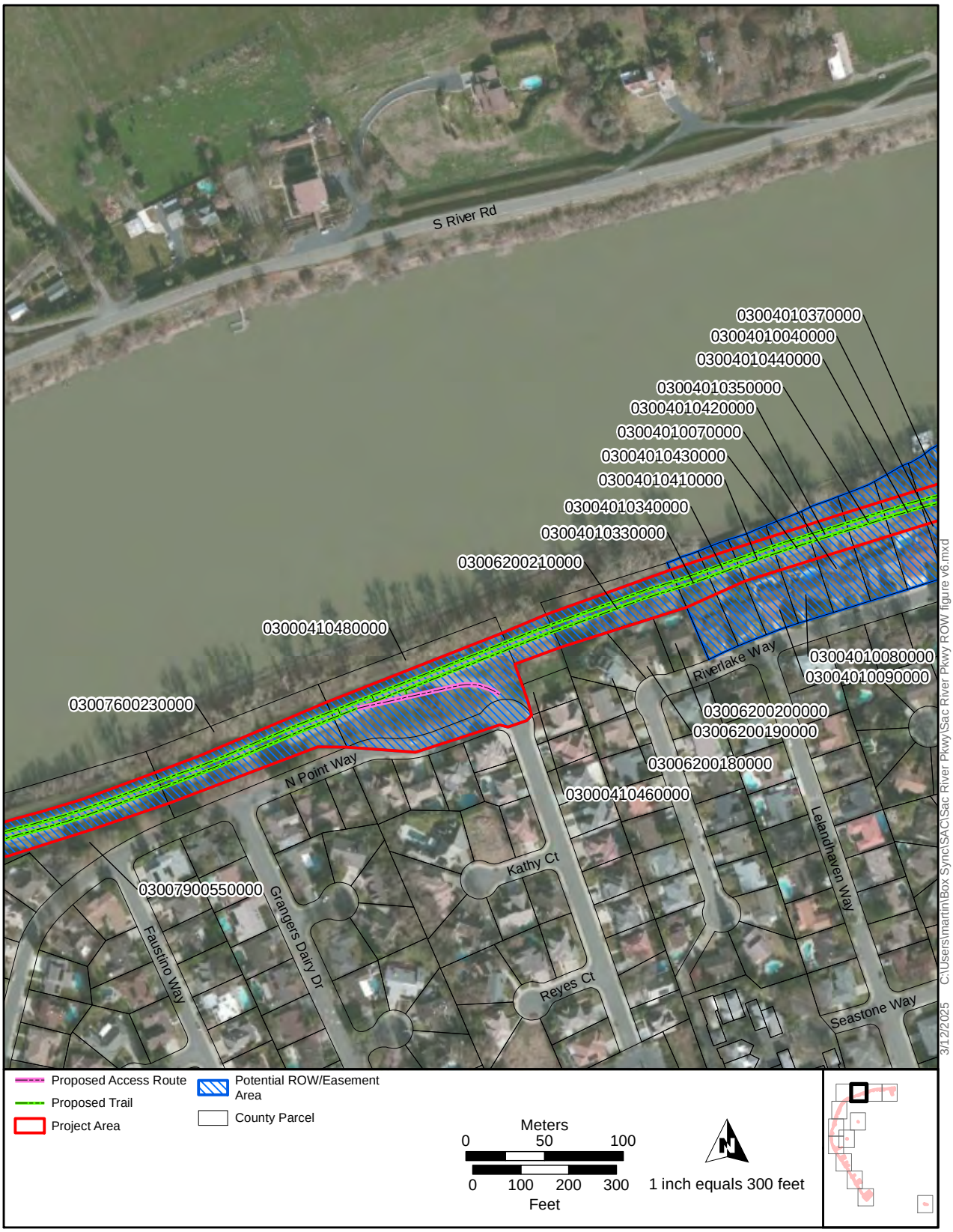
Right of Way Detail (1 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



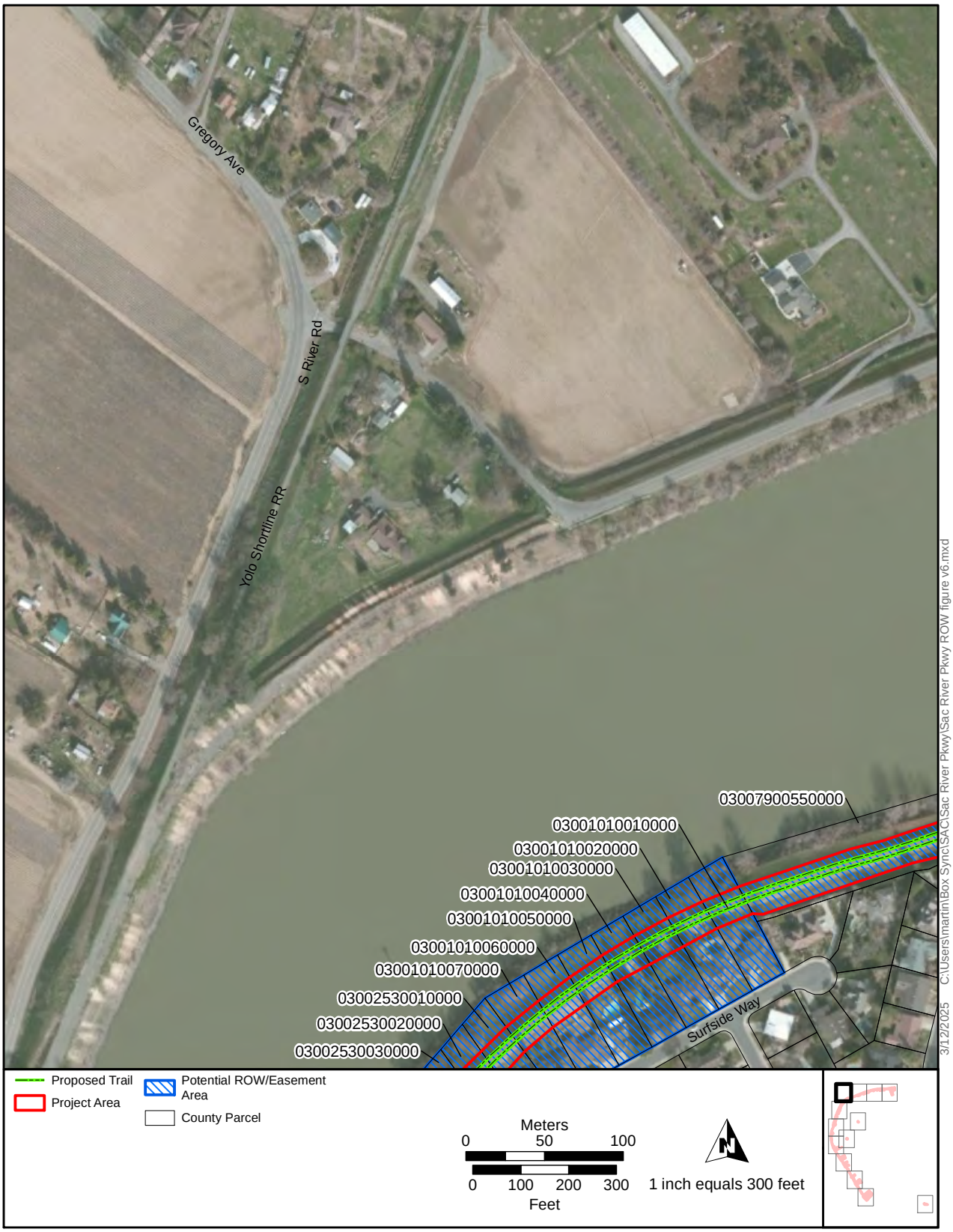
Right of Way Detail (2 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



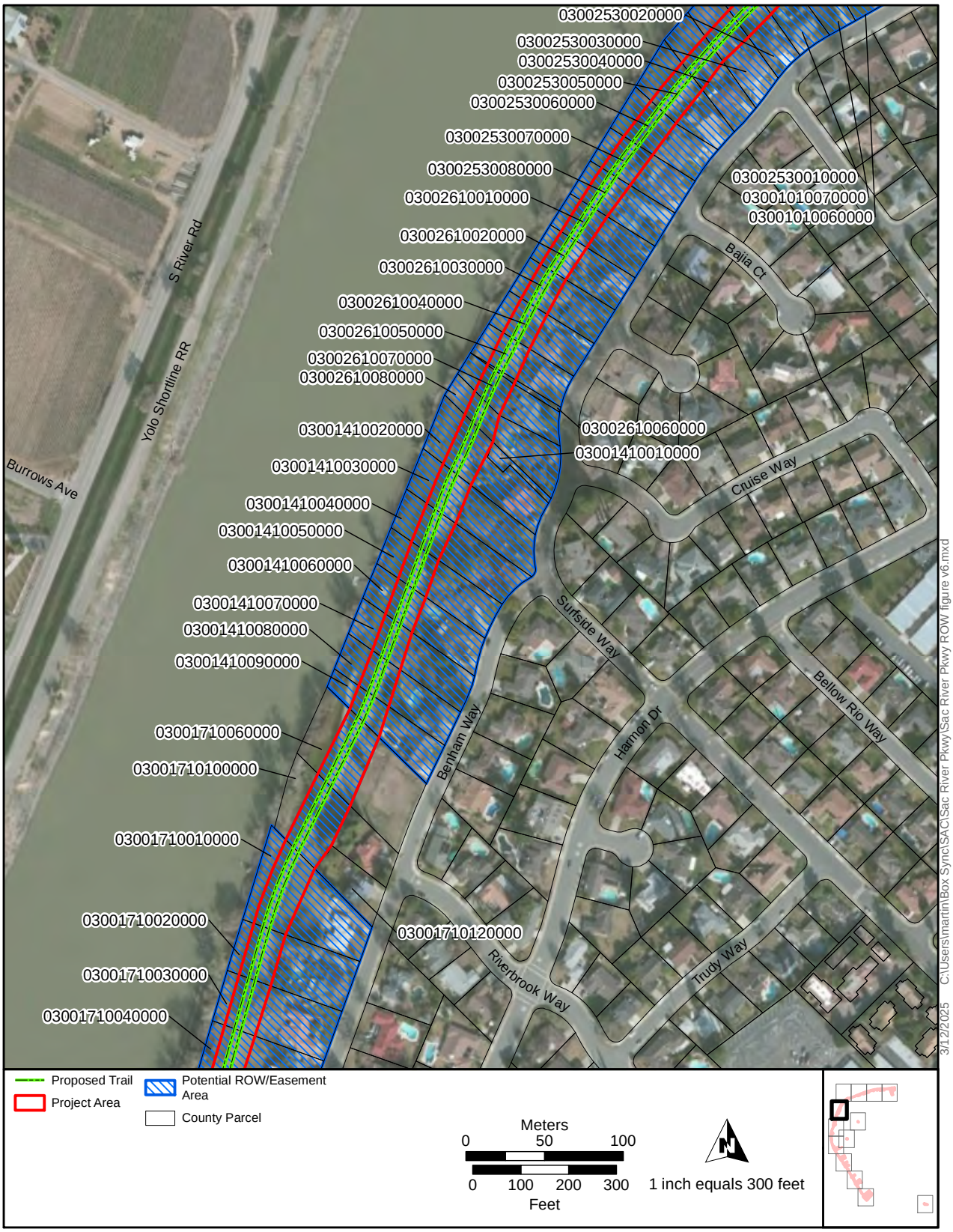
Right of Way Detail (3 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



Right of Way Detail (4 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project

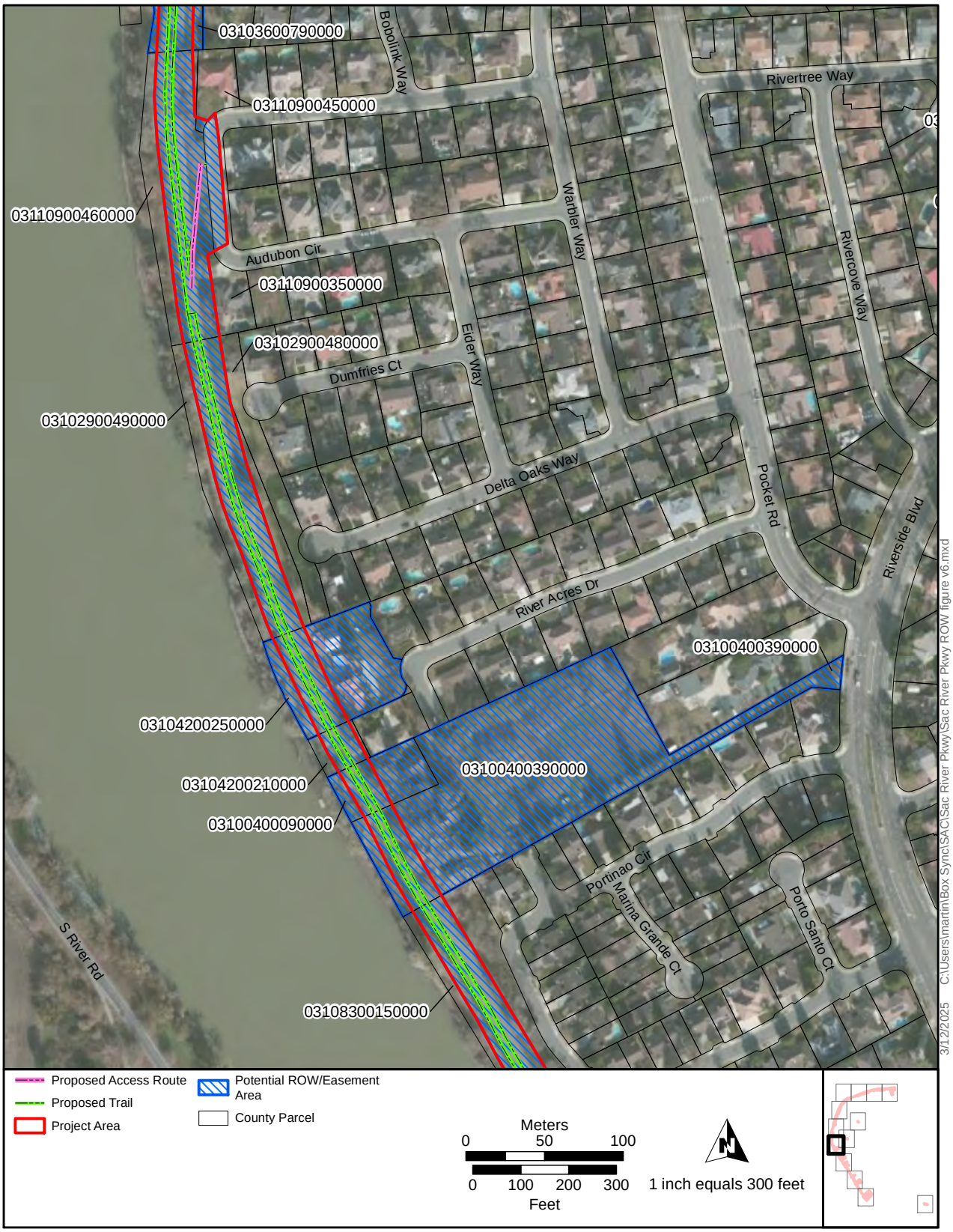


Right of Way Detail (5 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project

Right of Way Detail (6 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



Right of Way Detail (7 of 13)

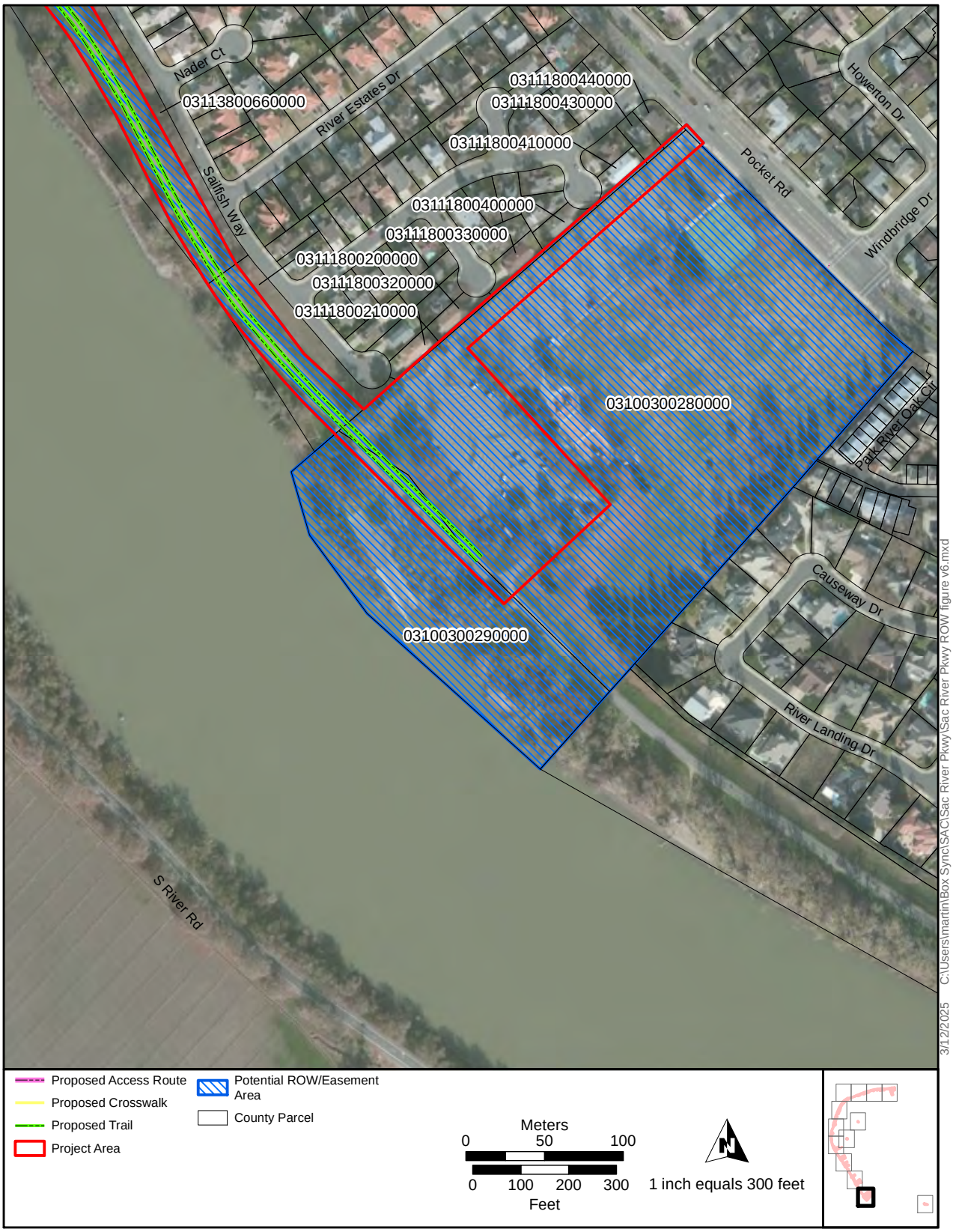
FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project

Right of Way Detail (8 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project

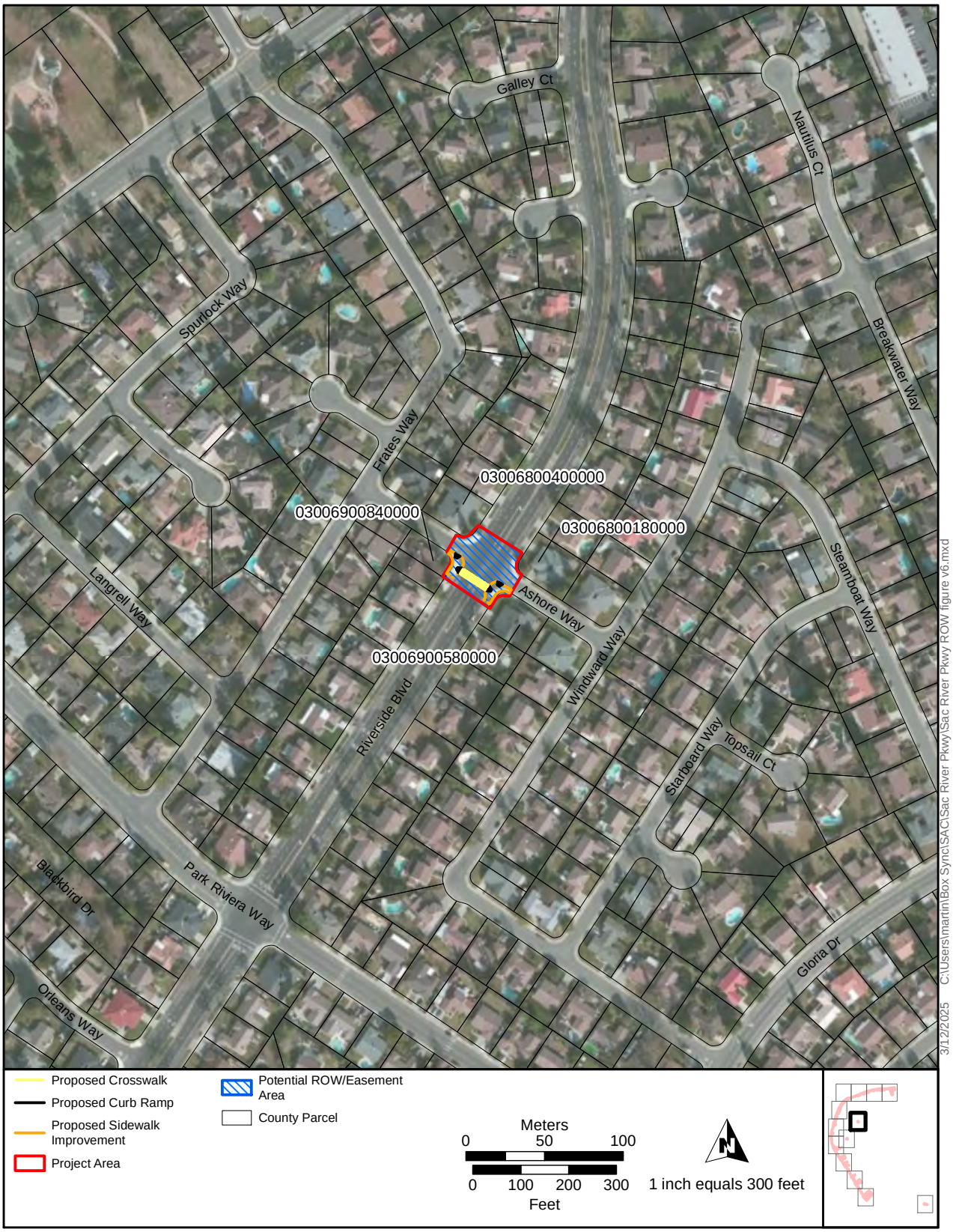
Right of Way Detail (9 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



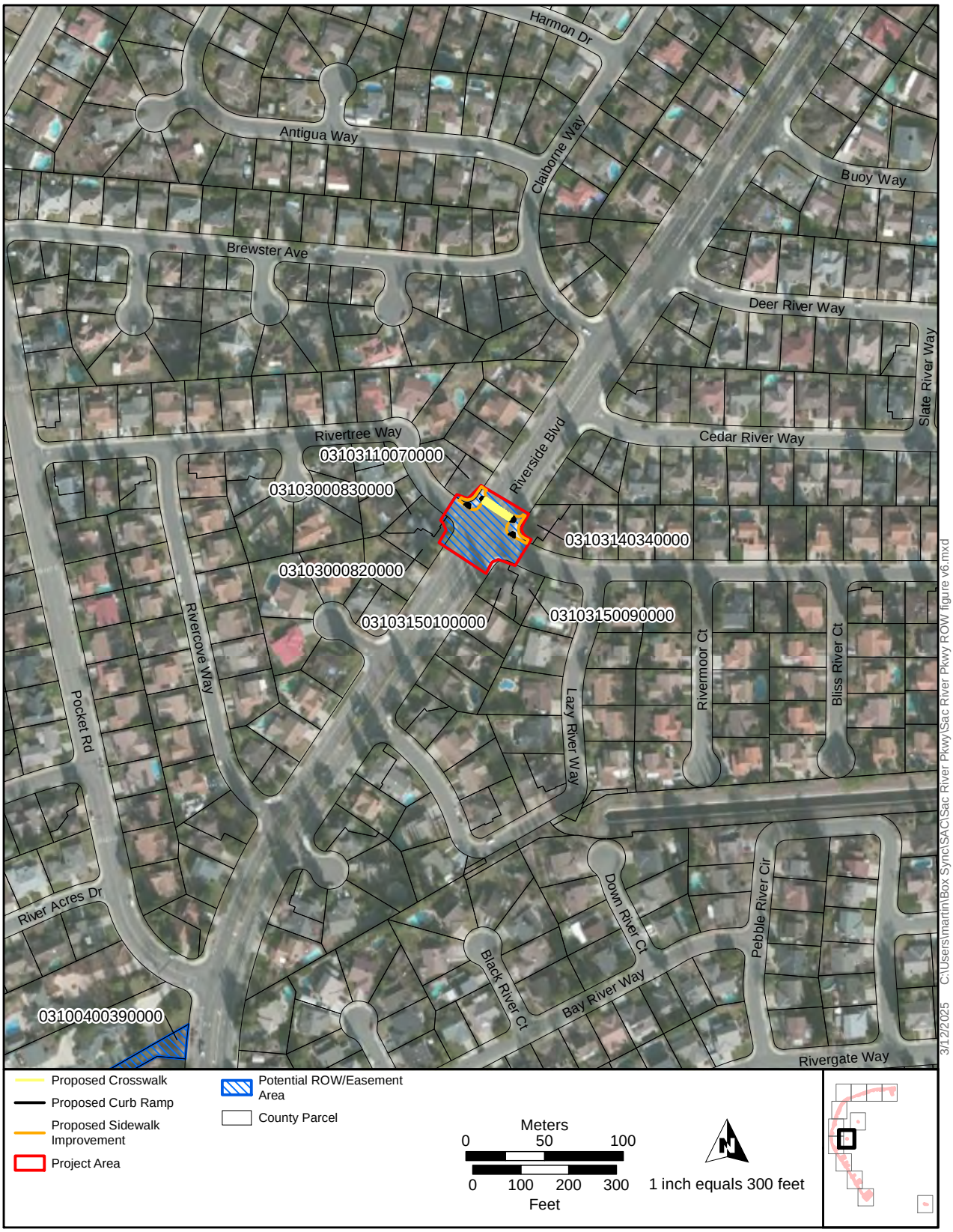
Right of Way Detail (10 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



Right of Way Detail (11 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project



Right of Way Detail (12 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project

Right of Way Detail (13 of 13)

FIGURE 3. PROJECT FOOTPRINT
Sacramento River Parkway Project

EXISTING ENVIRONMENT

The project area is located predominantly on top of the east levee crown, which is currently a level gravel road used for levee maintenance and emergency vehicles. Trees and vegetation line both sides of the road. The project area is adjacent to the Sacramento River to the west and residential neighborhoods to the east.

SAFCA is implementing the Sacramento River East Levee Improvements element of the North Sacramento Streams, Sacramento River East Levee, Lower American River, and Related Flood Improvements Project, which is also known as the Levee Accreditation Project (LAP). The Sacramento River East Levee Improvements element of the LAP includes proposed improvements to approximately six miles of the Sacramento River East Levee, including the Little Pocket and Pocket/Greenhaven neighborhoods, of which the proposed Sacramento River Parkway Pocket Trail project is within the limits. The City intends to complete the project after the Sacramento River East Levee Improvements project has been completed.

PROPOSED IMPROVEMENTS

The project includes construction of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood. The proposed trail segment would consist of a 12-foot-wide paved asphalt concrete path with 2-foot shoulders comprised of decomposed granite on each side of the pavement. Construction of the trail would also include resurfacing of the existing gravel levee road to meet Class I bicycle trail standards. New access ramps built along the land side of the levee are proposed at the following locations are shown on **Figure 3**, Project Footprint:

1. From Clipper Way, through Zacharias Park (**Figure 3**, page 1)
2. On North Point Way, adjacent to the levee (**Figure 3**, page 3)
3. At Audubon Circle, adjacent to the levee (**Figure 3**, page 7)
4. At Country River Way, adjacent to the levee (**Figure 3**, page 9)
5. At Sleepy River Way, adjacent to the levee (**Figure 3**, page 13)

Intersection improvements at Pocket Road/Riverside Boulevard are included to facilitate bicycle and pedestrian crossings to the proposed multi-use path at the neighborhood access ramps. Intersection improvements at Ashore Way/Riverside Boulevard would include a new pedestrian activated signal with high visibility crosswalk and curb extensions. Intersection improvements at Rivertree Way/Riverside Boulevard would similarly include a new pedestrian activated signal with high visibility crosswalk and curb extensions. A new pedestrian crossing of Pocket Road would be installed just south of Country River Way near the Pocket Canal. This crossing would include a pedestrian activated signal, high visibility crosswalks, new curb ramps, removal of a portion of raised median on Pocket Road, and installation of bicycle facilities to the Pocket Canal Trail entrances. Minor intersection grading for ADA compliance may be required.

The majority of the new trail construction would require excavations of less than two feet in depth and would average six to eight inches depending on the quality of the sub-base. In some specific

locations project features such as small retaining walls or light foundations, including pedestrian improvements, would require deeper excavation not to exceed five feet in depth. Drainage modifications may be required at intersections with curb extensions, which would require excavations of less than five feet.

Construction Access, Staging and Methods

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

Right-of-Way and Temporary Construction Easements

Permanent ROW easements are expected to be necessary from several parcels in the project area along the Sacramento River levee. Additionally, TCEs for construction staging would be necessary along the project alignment, including Garcia Bend Park and Zacharias Park (see **Figure 3**, Project Footprint).

Utilities

Utility services provided for the surrounding area include gas, electricity, water, sewer, and telecommunication. Pacific Gas and Electric Company (PG&E) provides gas services, Sacramento Municipal Utility District (SMUD) provides electricity through overhead lines, the City provides water and wastewater collection services, Sacramento Area Sewer District (SacSewer) and City facilities provide wastewater discharge treatment, and AT&T and Comcast provide telecommunications services to the surrounding area. At this time, no utility relocations are anticipated; however, if they are determined necessary during final design they would be coordinated with individual utility owners. If any utility relocations are necessary, they would be relocated within the proposed project area.

PERMITS FROM OTHER RESPONSIBLE AGENCIES REQUIRED FOR THE PROJECT

The following permits and coordination are anticipated to be required for this project:

- Department of Water Resource MA-9, MS4 permit
- Regional Water Quality Control Board, NPDES 402 General Permit for Storm Water Discharges Associated with Construction Activity
- CVFPB, Encroachment Permit
- SAFCA, Construction timing coordination
- USACE, Section 408

The proposed project falls under the Sacramento County area-wide MS4 permit, which allows for the discharge of stormwater runoff from storm drains within the county's jurisdiction. However, since the project area is larger than 1 acre, it would also require the issuance of a NPDES 402 General Permit for Storm Water Discharges Associated with Construction Activity before construction can begin.

The project is situated along the Sacramento River levee, within the 100-year floodplain. The levee is under the jurisdiction of the CVFPB; therefore, a permit would be obtained from the CVFPB prior to construction of the project. Additional coordination would occur with the Department of Water Resources MA-9, USACE, and SAFCA.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES, AND WILDFIRE

INTRODUCTION

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

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the Initial Study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and wildfire and the effect of the project on these resources.

LAND USE

According to the City's General Plan, the project area land use is designated as Suburban Neighborhood Low and Parks and Open Space (City of Sacramento, 2024). The project area is zoned as Flood (F), Agriculture (A), and Standard Single Family (R-1) (City of Sacramento, n.d.). An area zoned as F is considered an open space zone that includes conditionally permitted specified uses along the Sacramento and American Rivers and their tributaries, and other areas subject to inundation.

The project area is within the Pocket Community Plan Area which is generally urban. The Pocket/Greenhaven neighborhood includes residential neighborhoods and retail centers at key intersections (Sacramento, 2015). The project area is located predominantly on top of the east levee crown, which is currently a level gravel road used for levee maintenance and emergency vehicles. The project area is adjacent to the Sacramento River to the west and residential neighborhoods to the east.

The project includes the construction of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood. The project would also include trail access points between Sleepy River Way and Zacharias Park and

pedestrian improvements to three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and a new crosswalk across Pocket Road, just south of Country River Way. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal to connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The project is consistent with the plans and goals adopted by the City in its General Plan Land Use and Placemaking Element, Mobility Element, and Youth Parks Recreation and Open Space Element, including:

- Policy LUP-1.1 Compact Urban Footprint. The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality;
- Policy M-1.11: Increase Bicycling and Walking. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals;
- Policy M-1.17: Improve Bicycling Connectivity. The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city;
- Policy M-1.18: Bicycling Safety. When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible; and
- Policy M-1.19: Walking Safety. When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking
- Policy YPRO-1.17: Waterway Recreation and Access. The City shall work with regional partners, State agencies, non-profit and community groups, private landowners, and land developers to manage, preserve, improve, and enhance use and access to the Sacramento and American River Parkways, urban waterways and riparian corridors to increase public access for active and passive recreation and habitat values (City of Sacramento, 2024).

Therefore, the project is consistent with the 2040 General Plan, 2016 Bicycle Master Plan, and the Parkway Plan.

The project would not construct a divisive physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within the existing community or between a community and outlying areas. However, permanent ROW easements are required from several parcels in the project area along the Sacramento River levee and would change the land use from private to public use for these areas along the trail. Most of the easements would be acquired from property owners along the river levee. Property easements may result in changes such as intermittent noise and privacy for property owners from whom land is acquired; however, these changes were anticipated in the

1997 Sacramento River Parkway Plan EIR. Additionally, TCEs for construction staging would be necessary along the project alignment, including Garcia Bend Park and Zacharias Park. The project would not result in the demolition of any existing residential units or the displacement of any residents. The project would create three new intersection pedestrian crossings that would improve neighborhood connectivity to the multi-use trail.

No additional significant environmental impact related to land use and planning would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR, and it is within the scope of the City's 2040 General Plan Master EIR consistent with CEQA Guidelines Section 15177. Therefore, the project would not result in significant cumulative impacts on land use and planning and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

POPULATION AND HOUSING

This Initial Study has been prepared to determine whether the project would result in any new impacts or change in circumstances that were not addressed in the 1997 Sacramento River Parkway Plan EIR. The project area is within the Pocket Community Plan Area. The Pocket/Greenhaven neighborhood community includes mostly residential neighborhoods and retail centers. Vacant lots within the Pocket/Greenhaven neighborhood are scattered with limiting potential for development (Sacramento, 2015). When the 1997 Sacramento River Parkway Plan EIR was prepared the Pocket/Greenhaven neighborhood was predominately built-out with residential development (City of Sacramento, 1996). Due to the limited number of vacant lots in the Pocket/Greenhaven neighborhood, development has not changed significantly since the adoption of the 1997 Sacramento River Parkway Plan EIR.

Permanent ROW easements are required from several parcels in the project area along the Sacramento River levee. Additionally, TCEs for construction staging would be necessary along the project alignment, including Garcia Bend Park and Zacharias Park. The project would not result in the demolition of any existing residential units or the displacement of any residents. In addition, no new residential uses are proposed as part of the project. The project would create new pedestrian intersection crossings that would improve neighborhood connectivity to the multi-use trail. No additional significant environmental impact related to population and housing would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR, and it is within the scope of the City's 2040 General Plan Master EIR consistent with CEQA Guidelines Section 15177. Therefore, the project would result in no impact on population and housing in the area and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

AGRICULTURAL RESOURCES

According to the California Department of Conservation, the project area and surrounding area is designated as Urban and Built-Up Land. In addition, the project area is not within or adjacent to land contracted under the Williamson Act (California Department of Conservation, 2022). The project area is not located on or adjacent to any parcels identified as Prime Farmland, Unique

Farmland, or Farmland of State Importance (collectively "Important Farmland"). The project area is zoned as Flood (F), Agriculture (A), and Standard Single Family (R-1) (City of Sacramento, n.d.). Although part of the project area is zoned as A, the uses on these parcels within the project limits are considered open spaces, such as the Garcia Bend Park and the Pocket Canal, and are not used for agricultural uses. The project would not impact agricultural uses within the project area. No significant environmental impact related to agricultural resources would result from the project, no new mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR, and it is within the scope of the City's 2040 General Plan Master EIR consistent with CEQA Guidelines Section 15177. Therefore, the project would result in a less than significant impact on important farmland, existing zoning for agricultural use, or a Williamson Act contract.

The project area is not zoned for timberland production. No significant environmental impact related to forest land, timberland, or timberland zoned timberland production would result from the project, no new mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR, and it is within the scope of the City's 2040 General Plan Master EIR consistent with CEQA Guidelines Section 15177. Therefore, the project would result in no impact on existing zoning of forest land, timberland, or timberland zoned timberland production.

WILDFIRE

Wildfire was not discussed within the 1997 Sacramento River Parkway EIR as this topic was not a part of the CEQA Checklist at the time of analysis. According to the California Department of Forestry and Fire Protection, the project area is not within a zone designated as Very High Fire Hazard Severity (California Department of Forestry and Fire Protection, 2024). In addition, according to the Sacramento County Local Hazard Mitigation Plan, most of the project area has no threat to wildland fires; however, there are small areas between Garcia Bend Park and River Acres Drive which have a low to moderate fire threat class (Sacramento County, 2021). The purpose of the project is to create Class I, off-street, multi-use trail for recreational use and bicycle commuter travel. The project would also include trail access points between Sleepy River Way and Zacharias Park and pedestrian improvements to three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and a new crosswalk across Pocket Road, just south of Country River Way. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal to connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The project would not result in an increased potential for wildland fires or expose people or structures to a significant risk of loss, injury or death involving wildland fires in the area. No significant environmental impact related to wildfire would result from the project, no new mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR, and it is within the scope of the City's 2040 General Plan Master EIR consistent with CEQA Guidelines Section 15177. Therefore, the project would result in no impact on wildfires.

AESTHETICS

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
1. AESTHETICS Would the project:			
A. Create a source of glare that would cause a public hazard or annoyance?	☐	☐	☒
B. Create a new source of light that would be cast onto oncoming traffic or residential uses?	☐	☐	☒
C. Substantially degrade the existing visual character of the site or its surroundings?	☐	☐	☒

ENVIRONMENTAL SETTING

The project area is within the Pocket Community Plan Area which is generally urban. The Pocket/Greenhaven neighborhood includes residential neighborhoods and retail centers at key intersections (City of Sacramento, 2024). The project is primarily located on top of the east levee crown, which is currently a level gravel road used for levee maintenance and emergency vehicles. The project is adjacent to the Sacramento River to the west and residential neighborhoods to the east. The Sacramento River is visible from the project area. Views of the Sacramento River from public places are considered a natural scenic resource according to the City's General Plan (City of Sacramento, 2024). Existing light sources within the project area include nearby residential properties and streetlights along Riverside Boulevard and Pocket Road, including at all three intersection improvement locations. In addition, existing streetlights are located near five of the proposed access points at Garcia Bend Park, Country River Way, Audubon Circle, Northpoint Way, and Clipper Way.

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents prepared for this project, and professional judgment. A significant impact related to aesthetics would occur if the project would:

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the City, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan. See Master EIR, Chapter 4.1, Aesthetics.

The Master EIR identified potential impacts on light and glare (Impact 4.1-1), scenic resources or their visibility from visually sensitive locations (Impact 4.1-2), and cumulative visual impacts (Impact 4.1-3). The project is consistent with the plans and goals adopted by the City in its General Plan Land Use and Placemaking Element and Environmental Resources and Constraints Element. Policies in the 2040 General Plan which are applicable to the project, include:

- LUP-8.2 River as Signature Feature. The City shall require new development along the Sacramento and American Rivers to use the natural river environment as a key feature to guide the scale, design, and intensity of development, and to maximize visual and physical access to the rivers, subject to the public safety requirements of local, state, and federal agencies and plans, including the American River Parkway Plan, the Local Maintaining Agencies (LMA), and the Central Valley Flood Protection Board (CVFPB).
- LUP-8.10 Responsiveness to Context. The City shall require building and site design that respects and responds to the local context, including use of local materials and plant species where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods, corridors, and centers.
- ERC-2.3 Onsite Preservation. The City shall encourage new development to preserve and restore onsite natural elements that contribute to the community's native plant and wildlife species value. For sites that lack existing natural elements, encourage planting of native species in preserved areas to establish or re-establish these values and aesthetic character.

Application of these policies would reduce all impacts listed in Chapter 4.1, Aesthetics, of the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact related to light and glare.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Create a source of glare that would cause a public hazard or annoyance?

No Additional Significant Environmental Effect. The main source of existing nighttime lighting is from interior/exterior lighting from surrounding residential properties and streetlights along Riverside Boulevard and Pocket Road, at the proposed intersection improvement locations, and at a few of the proposed access point locations. The project would include the construction of a multi-use trail along the top of the east levee of the Sacramento River from Garcia Bend Park to Zacharias Park, the addition of up to six trail access points, and intersection improvements at

three locations for pedestrian crossings. The project would introduce a new source of light and glare from lighting at new access points and from three new pedestrian activated signals at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road, just south of Country River Way near the Pocket Canal. Lighting at the trail access points would be lit at the same time as existing streetlights and would not substantially increase light and glare. During operation, cars stopped at the three new pedestrian signals would contribute to intermittent lighting and glare at night. In addition, pedestrians and bicyclists using the trail and neighborhood connections would result in new light and glare sources from the usage of bike lights, reflectors, or flashlights. However, trail hours of operation would be from dawn to dusk in accordance with City Code Section 12.72.090; thus, light and glare would be minimal, intermittent, and limited to hours of operation. Therefore, the project would result in a less than significant impact on light and glare and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Create a new source of light that would be cast onto oncoming traffic or residential uses?

No Additional Significant Environmental Effect. See discussion in response (a) above.

C. Substantially degrade the existing visual character of the site or its surroundings?

No Additional Significant Environmental Effect. The project would result in the construction of trail access points and a multi-use trail along the top of the east levee of the Sacramento River. Trail access points would be constructed between Sleepy River Way and Zacharias Park, as well as pedestrian improvements to three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road just south of Country River Way. The multi-use trail would consist of a 12-foot-wide paved asphalt concrete path with 2-foot shoulders comprised of decomposed granite on each side of the pavement.

Construction of the access ramps are expected to result in the removal of existing trees planted on the land side of the levee. Although tree removal would be required, removal would be located in a few limited areas and only a few trees would be removed in each area. The access point at Country River Way would require the removal of approximately 17 trees. The proposed location and design of this access point was partially determined for its location relative to the limited number of mature trees that would need to be removed and also because homes along Aquafer Way and Hatteras Way do not directly face the access point. The remaining trees within the project area would be preserved. Visual quality of the surroundings would not be degraded due to the large number of trees remaining in view from the project area.

The intersection improvements would include pedestrian activated signals. Signal poles installed would be approximately 34 feet above ground level. Signal poles would be narrow and travelers would be able to see around these features. The poles would be in three locations within the project area and would not block views in the neighborhood or degrade the existing visual character of the project area and surrounding area. According to the City's General Plan, views of the Sacramento River from public places are considered scenic (City of Sacramento, 2024). The project would not reduce views of the Sacramento River from public places, rather, the project would increase availability of these views by creating public access along the Sacramento River.

The project may include vegetative screening, fencing, and other buffers between uses to minimize potential security and privacy concerns with properties adjacent to the multi-use trail; however, specific privacy elements are still being considered in coordination with local property owners. These features were previously evaluated in the 1997 Sacramento River Parkway Plan EIR and would not result in any additional impacts. Currently, the top of the levee consists of a gravel road; therefore, the construction of a concrete path and shoulders would blend with the existing visual character. Therefore, the project would result in a less than significant impact on existing visual character and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No additional impacts related to aesthetics that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to aesthetics would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies, and is consistent with CEQA Guidelines Section 15177.

AIR QUALITY

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
2. AIR QUALITY Would the project:			
A. Result in construction emissions of NO_x above 85 pounds per day?	☐	☐	☒
B. Result in operational emissions of NO_x or ROG above 65 pounds per day?	☐	☐	☒
C. Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?	☐	☐	☒
D. Result in PM_{10} and $PM_{2.5}$ concentrations that exceed SMAQMD requirements?	☐	☐	☒
E. Result in CO concentrations that exceed the 1- hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?	☐	☐	☒
F. Result in exposure of sensitive receptors to substantial pollutant concentrations?	☐	☐	☒
G. Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?	☐	☐	☒

ENVIRONMENTAL SETTING

The city of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level.

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the “Delta breeze” that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and

allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in **Table 1**.

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. The U.S. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required the U.S. EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. CAA also requires each State to prepare a State implementation plan (SIP) for attaining and maintaining the NAAQS. The federal CAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

Table 1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone (O_3)	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, Premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

1. *"Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.*
2. *"Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.*

Source: (U.S. Environmental Protection Agency, 2024)

The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O_3 standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM_{10} standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour $PM_{2.5}$ standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants.

Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Sensitive Receptors

According to CARB, sensitive receptors include children, elderly, asthmatics, and people with heightened risk of negative health outcomes due to exposure to air pollution. Locations where sensitive receptors generally congregate include hospitals, schools, residential properties, and day care centers (California Air Resources Board, n.d.). The nearest sensitive receptors are residential structures located approximately 10 feet east from the project area.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2040 General Plan policies:

- Construction emissions of nitrogen oxides (NO_x) above 85 pounds per day;
- Operational emissions of NO_x or reactive organic gases (ROG) above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 parts per million [ppm]) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2040 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.3, Air Quality.

The Master EIR identified potential impacts on Sacramento Valley regional air quality planning efforts (Impact 4.3-1), cumulatively considerable net increases of criteria pollutants for which the project region is in non-attainment (Impact 4.3-2), exposure of sensitive receptors to substantial pollutant concentrations (Impact 4.3-3), exposure to odors (Impact 4.3-4), and cumulatively considerable impact to air quality (Impact 4.3-5). The project is consistent with the plans and goals adopted by the City in its Environmental Resources and Constraints Element and Environmental Justice Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-4.4 Sensitive Uses. The City shall consult, as appropriate, with the Sacramento Metropolitan Air Quality Management District (SMAQMD) in evaluating exposure of sensitive receptors to toxic air contaminants, and will impose conditions, as appropriate, on projects to protect public health and safety.
- ERC-4.5 Construction Emissions. The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the SMAQMD.
- EJ-1.4 Impact Assessment. The City shall continue to use the Sacramento Metropolitan Air Quality Management District (SMAQMD) modeling tools and guidance documents, as appropriate, to identify and mitigate air quality impacts from proposed development projects.

Application of these policies would reduce all impacts in Chapter 4.3, Air Quality, in the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that the Parkway Plan would result in a less than significant impact related to vehicle emissions, long term (cumulative) vehicle emissions, and CO emissions. The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in temporary construction period dust and PM_{10} which could result in a potentially significant impact. The following 1997 Sacramento River Parkway Plan EIR mitigation measures are applicable to the project:

Mitigation Measure 6.3-4 Construction Dust and Particulate Matter:

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. (NOTE: A project

specific analysis of construction level PM_{10} emissions has been conducted which concluded that such emissions would be less-than-significant.)

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 miles per hour) 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.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Result in construction emissions of NO_x above 85 pounds per day?

No Additional Significant Environmental Effect. Construction of the project would result in short-term emissions from construction activities and equipment for nine to 12 months. Release of particulate matter may result from excavation, grading, hauling, concrete mixing and other related activities. Construction vehicles and equipment would also emit NO_x during construction. NO_x emissions for the project construction using CalEEMod Version 2022.1 were calculated to be approximately 2 pounds per day (Sacramento Metropolitan Air Quality Management District, 2024). The small scale of the project is not anticipated to result in NO_x above 85 pounds per day and the project would abide by the standard BMPs, and recommendations set forth by SMAQMD. Therefore, the project would result in a less than significant impact related to construction emissions of NO_x above 85 pounds per day and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Result in operational emissions of NO_x or ROG above 65 pounds per day?

No Additional Significant Environmental Effect. The project would construct a multi-use trail that would be utilized primarily by bicyclists and pedestrians, as well as pedestrian improvements at three intersections. Operation of the project would require occasional maintenance vehicles that could produce NO_x and ROG emissions; however, maintenance activities would be temporary and intermittent and is not anticipated to result in large scale emissions. While most trail users would access the trail by bicycling and walking, some trail users may travel to and from the trail

in personal vehicles. The project is not anticipated to largely increase traffic volumes within or adjacent to the project area and no substantial increase in trips would result from the project. Vehicles stopped at the pedestrian crossings would increase idling time only when crosswalks are in use. This would increase emissions a negligible amount and would not substantially impact operational emissions. Therefore, the project is not anticipated to result in increased operational emissions of NO_x or ROG above 65 pounds per day and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

C. Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?

No Additional Significant Environmental Effect. The project would follow any guidelines established by SMAQMD to reduce potential impacts. It is not anticipated that the project would result in emission levels that would violate air quality standards or have a cumulatively considerable contribution to air quality. Therefore, the project would result in a less than significant impact and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

D. Result in PM_{10} and $PM_{2.5}$ concentrations that exceed SMAQMD requirements?

No Additional Significant Environmental Effect. As discussed above, release of particulate matter may result from excavation, grading, hauling, concrete mixing and other related activities; construction vehicles and equipment would also emit PM_{10} and $PM_{2.5}$ concentrations during construction. PM_{10} and $PM_{2.5}$ emissions for project construction using CalEEMod Version 2022.1 were calculated to be approximately 0.9 pounds per day and 0.5 pounds per day, respectively (Sacramento Metropolitan Air Quality Management District, 2024). With application of the mitigation measures as set forth in the 1997 Sacramento River Parkway Plan EIR and abiding by standard BMPs, and recommendations set forth by SMAQMD, concentrations of PM_{10} and $PM_{2.5}$ would be reduced even further. Therefore, the project would result in a less than significant impact related to PM_{10} and $PM_{2.5}$ concentrations and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

E. Result in CO concentrations that exceed the 1- hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?

No Additional Significant Environmental Effect. As discussed in response (b) above, the project would construct a multi-use trail that would be utilized primarily by bicyclists and pedestrians. Operation of the project would require occasional maintenance vehicles that could produce CO emissions; however, trail maintenance activities would be temporary and intermittent and is not anticipated to result in large scale emissions. While most trail users would access the trail by bicycling and walking, some trail users may travel to and from the trail in personal vehicles. The project is not anticipated to largely increase traffic volumes within or adjacent to the project area and no substantial increase in trips would result from the project. Vehicles stopped at the pedestrian crossings would increase idling time only when crosswalks are in use. This would increase emissions a negligible amount and would not substantially impact operational emissions. Therefore, the project is not anticipated to result in increased operational emissions of CO concentrations that exceed the 1- hour state ambient air quality standard (i.e., 20.0 ppm) or the

8-hour state ambient standard (i.e., 9.0 ppm) and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

F. Result in exposure of sensitive receptors to substantial pollutant concentrations?

No Additional Significant Environmental Effect. The project is located adjacent to a neighborhood with schools, parks, and several hundred homes with residents, which are considered sensitive receptors to the project. Construction of the project is anticipated to last nine to 12 months, and use of equipment would be temporary and intermittent. As discussed above, the project is anticipated to result in the release of various emissions; however, these emissions are not expected to generate levels that are high enough to impact human health.

During operation of the project, maintenance vehicles and equipment would release some emissions; however, maintenance activities would not result in emissions that would impact human health. Furthermore, operation of the project would not largely increase traffic into the area. Therefore, the project is not anticipated to result in the exposure of sensitive receptors to substantial pollutant concentrations and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

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

No Additional Significant Environmental Effect. See discussion in response (d) and (f) above.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to air quality that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to air quality would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

BIOLOGICAL RESOURCES

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
3. BIOLOGICAL RESOURCES Would the project:			
A. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?	☐	☐	☒
B. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?	☐	☐	☒
C. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?	☐	☐	☒

The following discussion incorporates the results of the Natural Environment Study (NES) that was prepared for the project (Wood Rodgers, 2023).

ENVIRONMENTAL SETTING

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

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

The Biological Study Area (BSA) was established with an approximately 100 to 50-foot buffer surrounding the project impact area, including permanent and temporary impacts, proposed ROW, TCEs, cut and fill limits, and potential staging areas. The BSA follows a north to south

orientation along the Sacramento east levee crown with a northern terminus at Zacharias Park, and a southern terminus at Garcia Bend Park. The BSA encompasses approximately 164.98 acres.

The region receives an average of 18.52 inches of precipitation annually in the form of rain. The average annual high temperature is 74 degrees Fahrenheit (ºF) and average annual low temperature is 48ºF

Hydrological Resources

The BSA contains small portions of the Sacramento River along the waterside of the Sacramento River east levee, and a short section of the Pocket Canal. No other hydrological resources are within the BSA.

Biological Conditions

The BSA is dominated by developed habitats. Dominant land cover and vegetative communities within the BSA consist of barren, urban, disturbed/ruderal, riparian, and riverine (Wood Rodgers, 2023).

Developed Habitats

Barren/Urban

Barren habitat are man-made infrastructures and are defined by the absence of any vegetation. Any habitat with less than two percent total vegetation cover by herbaceous, desert, or non-wildland species and less than 10 percent cover by tree or shrub species would be considered barren habitat (Wood Rodgers, 2023). Barren land cover within the BSA consists of the existing gravel trail segments, sidewalks, roadways, and current conditions within USACE levee work areas. Current levee work includes full construction and moon-scaping of the Sacramento River east levee from the Pocket Canal (Country River Way) north to Benham Way. Segments that have completed construction but contain barren areas include the Sacramento River east levee from Benham Way to Zacharias Park.

Urban habitats have a variety of vegetation structure and is generally categorized as five types of vegetation areas: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. Urban habitat within the BSA consists of single- and multi-family residential lots composed of ornamental planting and non-native grass lawns intermixed with City owned parks and parcels.

Disturbed/Ruderal

The disturbed/ruderal land cover type is defined as areas that have been subject to previous or ongoing disturbances such as along roadsides, roadside drainages, and other anthropogenic disturbances. Disturbed/ruderal habitat within the BSA consists of levee embankments outside of barren areas that are regularly maintained for weeds and fire protection.

Natural Vegetation Communities

Open Water – Sacramento River

Open water areas are permanently or intermittently flooded waterways or other water features that may support sparse emergent or submerged vegetation or may be unvegetated. Within the BSA, open water areas include the Sacramento River channel.

Riparian Woodland

Riparian habitat is recognized as partially closed canopy or dense stands of winter-deciduous, broad-leaved species such as valley oaks (*Quercus lobata*), Fremont cottonwood (*Populus fremontii*), California sycamore (*Platanus racemosa*), and numerus willow species (*Salix sp.*) along rivers and drainages throughout the Sacramento Valley. A riparian woodland corridor occurs on the water side of the Sacramento River east levee between the Sacramento River and disturbed/ruderal areas where maintenance activity keeps the levee clear of vegetation up to the crown of the levee access road.

Special-Status Species

Plant and animal species are considered to have special status if they have been listed as such by federal or state agencies or by one or more special interest groups, such as California Native Plant Society (CNPS). Special-status species are protected under Federal Endangered Species Act (FESA), California Endangered Species Act (CESA), or California Department of Fish and Wildlife (CDFW) regulations. Prior to the field surveys, queries of the United States Fish and Wildlife Service (USFWS), California Natural Diversity Database (CNDDB), Biogeographic Information and Observation System, National Marine Fisheries Services West Coast Region California Species List Tool, and CNPS databases were conducted to identify species protected under the FESA, CESA or CDFW regulations with potential of occurrence in and surrounding the BSA.

A review of USFWS, CNDDB, and CNPS online databases concluded that 13 special status plant species had the potential to occur in the vicinity of the project. Based on the conducted literature research, aerial reconnaissance, and field surveys of habitat conditions within the BSA, it was determined that woolly rose-mallow (*Hibiscus lasiocarpos var. occidentalis*) was the only special status plant species with a low potential to occur within the BSA. However, there is no suitable habitat for the species above the Ordinary High Water Mark (OHWM), within riparian woodland, or within the ruderal/disturbed embankment of the Sacramento River east levee. Therefore, the wooly-rose mallow is presumed absent from the BSA and the project area. No special status plant species were identified during the survey efforts.

Preliminary literature research was conducted to determine the special status wildlife species with the potential to occur in the vicinity of the project. A review of CNDDB and USFWS online databases concluded that 28 special status wildlife species had the potential to occur within the project vicinity. Analysis of specific habitat requirements and current and historical occurrences determined the BSA was potentially suitable for following species:

- Purple Martin (*Progne subis*)
- Song sparrow - “Modesto” population (*Melospiza melodia pop. 1*)

- Swainson's hawk (*Buteo swainsoni)*
- White-tailed kite (*Elanus leucurus*)

Field surveys conducted July 8, 2022, by Wood Rodgers biologist Andrew Dellas included habitat assessments, and focused surveys for special status wildlife species. No special status wildlife species were observed during the field surveys, but there is still potential for all four species to occur within the BSA based on presence of potentially suitable habitat and recently documented regional occurrences.

STANDARDS OF SIGNIFICANCE

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

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

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

- Listed as endangered or threatened under the FESA (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the CESA (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Game Code (Section 1901);
- Designated as fully protected, pursuant to California Fish and Game Code (Section 3511, 4700, or 5050);
- Designated as species of concern by USFWS, or as species of special concern to CDFW;
- Plants or animals that meet the definition of rare or endangered under the CEQA.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.4 of the Master EIR evaluated the effects of the 2040 General Plan on biological resources within the General Plan policy area. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

The Master EIR identified potential impacts on habitat of special-status plant species (Impact 4.4-1), special-status invertebrate, fish, amphibians and reptiles, birds, and mammals (Impact 4.4-2,

4.4-3, 4.4-4, 4.4-5, and 4.4-6), riparian habitat (Impact 4.4-7), state and/or federally protected wetlands (Impact 4.4-8), waters of the United States (Impact 4.4-8), and sensitive natural communities (Impact 4.4-9). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Resources and Constraints Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-1.1 Clean Water Programs. The City shall promote environmental stewardship and pollution prevention activities with outreach, assistance, and incentives for residents and businesses.
- ERC-1.2 Clean Watershed. The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Pups in the Park, Keep Our Waters Clean), based on watershed sanitary survey recommendations, in partnership with private watershed organizations and local, State, and federal agencies.
- ERC-1.3 Runoff Contamination. The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- ERC-2.1 Conservation of Water Resources in Open Space Areas. The City shall continue to preserve, protect, and provide appropriate access to designated open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains, provided access would not disturb sensitive habitats or species, and shall support efforts to conserve and, where feasible, create or restore areas that provide important water quality and habitat benefits such as creeks, riparian corridors, buffer zones, wetlands, open space areas, levees, and drainage canals for the purpose of protecting water resources and habitats in the city's watersheds, creeks, and the Sacramento and American Rivers
- ERC-2.2 Biological Resources. The City shall ensure that adverse impacts on sensitive biological resources, including special-status species, sensitive natural communities, sensitive habitat, and wetlands are avoided, minimized, or mitigated to the greatest extent feasible as development takes place.
- ERC-3.3 Tree Protection. The City shall encourage public agencies and require private development projects to consider alternatives to removals of healthy trees whenever feasible and to evaluate the longer-term consequences of the inability to meet tree canopy objectives when conducting project analyses and environmental documents. Ensure adequate protections during construction to protect existing tree roots and structure.
- ERC-3.6 Urban Forest Maintenance. The City shall continue to plant, manage, and care for all trees on City property and within the public right-of-way to maximize their safe and useful life expectancy and continue to prioritize the selection of tree species that are adapted to future climate conditions.
- ERC-6.3 Floodway Capacity. The City shall preserve urban creeks and rivers to maintain and, where feasible, expand existing floodway capacity while enhancing environmental and habitat quality and recreational opportunities.

Application of these policies would reduce Impacts 4.4-1 through 4.4-9 in Chapter 4.4, Biological Resources, in the Master EIR to a less than significant level.

It was determined that the 2040 General Plan would result in significant impacts related to cumulative contribution to regional loss of special-status plant or wildlife species or their habitat (Impact 4.4-10) and natural communities including wetlands and riparian habitat (Impact 4.4-11). The project would be consistent with the 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that the Parkway Plan would result in a less than significant impact on riparian habitat/riverbank vegetation. The following policies included in the Parkway Plan would limit or reduce impacts to riparian habitat and 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.

N2 Public access in Nature Study Areas may be limited if access negatively affects a habitat restoration project or a listed threatened or endangered species.

N3 Development within the Parkway, including trails and road, signs and structures, shall be designed to minimize impact to native vegetation.

E1 Reduce indiscriminate foot and bicycle traffic on levee slopes by providing trails, fencing and signage to channel traffic to key points.

E2 Avoid use of soil sterilizers or herbicides over large areas as this would encourage surface erosion.

E3 Indigenous grasses and other native vegetation should be used to stabilize the soil and reduce rain water runoff.

E4 Close portions of the Parkway as needed to restore eroded areas.

R1 Recreational activities which are hazardous or incompatible with Parkway natural habitat and uses, or detrimental to adjacent and surrounding habitat are prohibited.

The 1997 Sacramento Parkway Plan EIR determined that impacts on the Swainson's hawk, Valley Elderberry Beetle, Shaded Riverine Habitat, and riparian heritage trees are dependent on a project's location and scope. The following mitigation measures were included to address potential impacts and are applicable to the project.

Mitigation 6.5-3 Special Status Species Swainson's Hawk

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 Department of Fish and Game (DFG) 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 DFG.

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 0.5 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.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?

No Additional Significant Environmental Effect. Plant and animal species are considered to have special status if they have been listed as such by Federal or State agencies or by one or more special interest groups, such as CNPS. Analysis of specific habitat requirements and current and historical occurrences determined the BSA was potentially suitable for following special-status animal species: purple martin, song sparrow "Modesto" population, the White-tailed kite, and Swainson's hawk.

Project construction would be limited to the crown of the levee, proposed access points, and three intersections; however, anticipated tree removal of potentially suitable nesting trees is anticipated for the construction of proposed trail access ramps. The project is not anticipated to impact freshwater marsh habitats, riparian habitat, or potentially suitable shrubby vegetation on the land or water side of the Sacramento River east levee. Therefore, the project is not anticipated to result in direct impacts to the purple martin, the song sparrow "Modesto" population, and the White-tailed kite, or result in the loss of nesting or foraging habitat. In addition, the NES includes avoidance and minimization measures to further protect special status species and their habitat; however, the project would not result in new or increased potentially significant impacts to biological resources with or without the inclusion of these measures. No new mitigation measures to prevent potential impacts related to the purple martin, the song sparrow "Modesto" population, and the White-tailed kite are identified in the NES.

Construction of the project would require large equipment and the presence of people, which may have the potential to disturb nesting Swainson's hawk within the BSA, if any are present. No Swainson's hawk nests were identified within 0.5 mile in the 2022 field survey. In addition, there has been extensive disturbance within the project area with the current USACE levee

improvements which includes a significant removal of riparian habitat and is a large source of noise. Prior to construction, pre-construction nesting surveys would be conducted, in accordance with Mitigation 6.5-3 of the 1997 Sacramento River Parkway Plan EIR, and measures would be developed, if nests are found. No direct impacts to Swainson's hawk individuals or nests are anticipated with the implementation of species-specific measures. In addition, the NES includes avoidance and minimization measures to further protect Swainson's hawk and their habitat; however, the project would not result in new or increased potentially significant impacts to biological resources with or without the inclusion of these measures. No new mitigation measures to prevent potential impacts related to Swainson's hawk are identified in the NES.

No special-status plant species were identified during the survey efforts and the wooly-rose mallow is presumed absent from the BSA. Therefore, the project would result in no impacts on special-status plant species. Trees are present within the BSA and project area. Tree removal is anticipated and would comply with the City's Ordinance 2016-0026, Chapter 12.56 City and Private Protected Trees. Trees that would be protected include:

1. A tree that is designated by the City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
2. Any native valley oak (*Quercus lobata*), blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), coast live oak (*Quercus agrifolia*), California buckeye (*Aesculus californica*), or California sycamore (*Platanus racemosa*), that has a Diameter at Standard Height (DSH) of 12 inches or more, and is located on private property;
3. A tree that has a DSH of 24 inches or more located on private property that:
    a. is an undeveloped lot; or
    b. does not include any single unit or duplex dwellings; or
4. A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

Therefore, the project would result in a less than significant impact on plant or animal populations in the area and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?

No Additional Significant Environmental Effect. See discussion in response (a) above.

C. Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?

No Additional Significant Environmental Effect. The proposed project is not anticipated to have any impacts on jurisdictional aquatic resources. The project impact area is approximately 75-150 feet linear feet from the Sacramento River OHWM, and no removal of riparian habitat is anticipated for the project. Project impacts would be limited to permanent and temporary effects

to barren/urban and disturbed/ruderal habitat types. No potentially significant impacts to natural communities of special concern or to jurisdictional waters are anticipated. Therefore, the project would result in a less than significant impact on regulatory waters and wetlands and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to biological resources that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to biological resources would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

CULTURAL RESOURCES

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
4. CULTURAL RESOURCES Would the project:			
A. Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?	☐	☐	☒
B. Directly or indirectly destroy a unique paleontological resource?	☐	☐	☒
C. Disturb any human remains?	☐	☐	☒

The following discussion incorporates the results of the Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER), Finding of No Adverse Effect (FNAE), and Environmentally Sensitive Area (ESA) Action Plan that were prepared for the project (Far Western Anthropological Research Group, Inc, 2025a; Far Western Anthropological Research Group, Inc, 2025b; GPA Consulting, 2025; GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

ENVIRONMENTAL SETTING

The city of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city of Sacramento. Human burials outside of formal cemeteries often occur in prehistoric contexts. The General Plan policy area lies in the territory historically inhabited by the Nisenan tribe and Plains Me-Wuk tribe. Elevated areas along the rivers, creeks and sloughs provided water and sources of food; therefore, Native Americans within the policy area would settle and use these areas. According to the 2040 General Plan, the project area is within an area with a high concentration of cultural and archaeological resources (City of Sacramento, 2024).

The overall buried site sensitivity within the project footprint varies from lowest to highest. Buried site sensitivity is mostly low for the northernmost portion of the project footprint along the Sacramento River East Levee. Buried site sensitivity quickly increases from moderate to highest sensitivity in the area around Pinios River Court. Sensitivity drops back down to low moving south where the Pocket Canal Parkway meets the Sacramento River East Levee. The small area within the project footprint to the south and east near Sleepy River Way has a buried site sensitivity level of moderate (Far Western Anthropological Research Group, Inc, 2025a).

The project footprint is located on relatively homogenous landforms and soil types of which either date to the Recent Holocene (600–100 years BP) or are Historical-Modern (<100 years BP) in origin. Late Quaternary levee and channel deposits with two percent slope or less make up the

area along the levee. Late Quaternary alluvium basin deposits with two percent slope or less make up the landform within the urban area east of the levee within the project footprint (Far Western Anthropological Research Group, Inc, 2025a).

A pedestrian survey was conducted in April 2024 by Far Western Anthropological Research Group, Inc. and was able to access approximately 70 percent of the project footprint. The remaining 30 percent of the survey area did not have landowner permission or were in-accessible because they were between two properties without landowner permission (Far Western Anthropological Research Group, Inc, 2025a). A secondary survey may be warranted to cover these areas prior to the start of the project, if permission is granted, or these areas may be surveyed immediately prior to construction.

Record searches, which included the project footprint and a surrounding 0.25-mile radius, was conducted at the Northwest Information Center and North Central Information Center. In addition, the following sources were reviewed, National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California State Historical Landmarks, California State Points of Historical Interest, and Office of Historic Preservation's Historical Property Data File.

Twenty-one resources have been previously recorded within one-quarter mile of the project footprint. These include eight built environment resources, seven precontact sites, one historic-era site, one multicomponent site, one cultural landscape district and three historic-era underground resources (Far Western Anthropological Research Group, Inc, 2025a).

Archaeological Resources

The ASR prepared for this project included the results of the buried archaeological site assessment, which concluded that most of the project area has a low potential to contain subsurface precontact archaeological sites (Far Western Anthropological Research Group, Inc, 2025a). Sensitivity increases in the southern portion of the project footprint with moderate to highest sensitivity around the Pocket Canal. A high sensitivity area was also identified at the southernmost workspace off of Sleepy River Way (Far Western Anthropological Research Group, Inc, 2025a).

The records search identified four previously recorded cultural resources within the project area and 17 resources within 0.25 mile from the project area. The four previously recorded cultural resources include one historic-era site, two precontact sites, and one Tribal Cultural Landscape (TCL). The historic-era site, P-34-005258 (CA-SAC-1254H), was previously determined to be ineligible for listing in the NRHP or CRHR with SHPO concurrence dated November 13, 2019, due to a lack of integrity of design, setting, workmanship, feeling, or association (Far Western Anthropological Research Group, Inc, 2025a). The precontact site P-34-000069 (CA-SAC-42) has not been evaluated for listing the NRHP or CRHR but presumably would meet eligibility requirements under Criterion D should intact deposits be identified (Far Western Anthropological Research Group, Inc, 2025a). The precontact site P-34-005379 (CA-SAC-1276) and the TCL P-34-005225 were previously evaluated as eligible for listing in the NRHP/CRHR, with no record of SHPO concurrence (Far Western Anthropological Research Group, Inc, 2025a). The two pre-contact sites and one TCL are considered eligible for inclusion in the NRHP/CRHR for the purposes of this project only.

Historical Resources

The HRER prepared for this project identified seven historical resources which required evaluation for historic significance and eligibility for listing in the NRHP/CRHR. Of these resources, one had been previously been determined ineligible for the NRHR/CRHR and three resources were evaluated as part of this project and determined ineligible for the NRHR and CRHR however, one resource, P-34-002143 (Sacramento River East Levee (SREL) Unit 115), was previously determined eligible for listing in NRHP and CRHR with SHPO concurrence dated November 12, 2022, and two resources, 7140 Pocket Road and P-34-000012 (7250 Pocket Road), are considered eligible for listing for the purposes of this project only due to restricted access to the sites, limited visibility, and limited potential effects (GPA Consulting, 2025).

The SREL Unit 115 is approximately 11-miles long and consists of an earthen levee with a gravel road at the crown. Character-defining features include its crown and sloping sidings. SREL Unit 115 is eligible for inclusion in the NRHP/CRHR at the local level of significance under Criteria A/1 with a period of significance of 1917-1969 as a contributing feature of a larger Sacramento River Flood Control Project district (GPA Consulting, 2025). The boundaries of the historic property are limited to the levee's footprint.

7140 Pocket Road and 7250 Pocket Road are both single-family residences with character-defining features including a rectangular plan, gabled roof forms, and wood siding. Additional features could not be determined due to limited visibility of the properties (GPA Consulting, 2025). Both resources are assumed eligible for the listing in the NRHP/CRHR at the local level of significance under criteria A/1 with a period of significance of ca. 1910 for their association with the early development of the Pocket/Greenhaven neighborhood (GPA Consulting, 2025).

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR identified significant impacts on historic (Impact 4.5-1) and archaeological resources (Impact 4.5-2 and 4.5-3). The project is consistent with the plans and goals adopted by the City in its General Plan Historic and Cultural Resources Element. Policies in the 2040 General Plan which are applicable to the project, include:

- HCR-1.1 Preservation of Historic and Cultural Resources, Landscapes, and Site Features. The City will continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city.
- HCR-1.6 Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed.
- HCR-1.10 Demolition. Consistent with Secretary of the Interior Standards, the City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation or adaptive reuse of the resource is not feasible; demolition is necessary to protect the health, safety, and welfare of its residents; or the public benefits outweigh the loss of the historic resource.
- HCR-1.14 Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
- HCR-1.15 Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.
- HCR-1.17 Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
    - Consideration of existing reports and studies,
    - Consultation with Native American tribes as required by State law
    - Appropriate site-specific investigative actions, and
    - Onsite monitoring during excavation if appropriate.
- HCR-1.18 Evaluation of Potentially Eligible Built Environment Resources. The City shall continue to evaluate all buildings and structures 50 years old and older for potential historic

significance prior to approving a project that would demolish or significantly alter the resource.

Application of these policies would help reduce the significance of impacts to these resources. However, because there is no feasible mitigation available to ensure the loss, damage or destruction of historically significant resources, cultural resources, and significant archaeological resources would not occur, the impact listed in Chapter 4.5, Cultural and Historic Resources, in the Master EIR remains significant and unavoidable. The project would be consistent with the 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact with mitigation incorporated on prehistoric, historic, and cultural resources. The following mitigation measures were included to address potential impacts and are applicable to the project.

Mitigation Measure 6.8-1 Prehistoric Resources

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.

Mitigation Measure 6.8-2 Historic/Cultural Resources

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

ANSWERS TO THE CHECKLIST QUESTIONS

A. Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?

No Additional Significant Environmental Effect. The technical reports identified three archaeological resources and three built environment resources within the project area which were previously determined or are considered eligible for listing the NRHP or CRHR for the

purpose of this project. The three archaeological resources previously recorded include a prehistoric/historic district and two prehistoric sites. The three built environment resources include the SREL Unit 115 and two residential properties.

Improvements at Ashore Way/Riverside Boulevard would include a new pedestrian activated signal with high visibility crosswalk and curb extensions. Intersection improvements at Rivertree Way/Riverside Boulevard would include a new pedestrian activated signal with high visibility crosswalk and curb extensions and a new pedestrian crossing of Pocket Road would be installed just south of Country River Way near the Pocket Canal. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal to connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The cycle track would not require changes to the bridge deck or substructure above the Pocket Canal. Sidewalks on both sides would be maintained, but the sidewalk on the east side may need to be shifted or modified to accommodate the other proposed bike facility improvements. The majority of the new trail construction would require excavations of less than two feet in depth and would average six to eight inches depending on the quality of the sub-base. In some specific locations project features such as small retaining walls or light foundations, including pedestrian improvements, would require deeper excavation not to exceed five feet in depth.

General subsurface archaeological sensitivity is low with the exception of a few isolated locations, primarily associated with the three known archaeological resources. The low sensitivity is also due to the major construction work associated with the USACE levee improvements which are ongoing. Overall, the project area is previously disturbed or developed; therefore, it is unlikely that any existing archaeological resources would be present.

Archaeological Resources

P-34-000069 (CA-SAC-42)

Project work with the potential to impact P-34-000069 (CA-SAC-42) would be limited to the crown of a segment of the Sacramento River East Levee and would not impact the potentially eligible character-defining traits of the site as designed. Construction impacts to the levee include temporary access, minor grading, and the construction of the trail. Vertical ground disturbance in this area would not exceed 12 inches below the current grade (i.e., within the newly created fill prism of the levee). The proposed permanent access point along Country River Way would include a ramp installed approximately 320 feet south of the resource.

No work would occur within the boundary of P-34-000069 (CA-SAC-42), but a horizontal ESA will be established for the length of the resource to include ESA fencing erected on either side of the levee pathway along the east and west edge of the Area of Direct Impact. A vertical ESA would ensure no work shall occur below depths of five feet to prevent damage to potential deposits under the levee prism. As described in the FNAE prepared for the project, the limited construction and excavation proposed for the levee segment adjacent to this resource would not damage or alter the character-defining features of the resource with the implementation of a horizontal and vertical ESA (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

P-34-005225

Resource P-34-005225 is a TCL which encompasses the entire project area and includes both state-owned and private property. The levee and surrounding infrastructure have experienced multiple episodes of development and maintenance activities. Ultimately, portions of the potential historic resource have been subjected to some form of disturbance and destruction, change in physical features and use, as well as visual impediments; however, the majority of the remaining landscape features within the narrow APE corridor, adjacent to the existing levee, appear intact.

Project work with the potential to impact P-34-005225 would primarily be limited to the crown of a segment of the Sacramento River East Levee that extend along the entire length of the project area and would not impact the character-defining traits of the resource, which are mainly plants and animals. No elements of the resource would be affected by the project activities. The broader setting of the property has already been altered by the construction of the levee and urban development. As described in the FNAE prepared for the project, the project would not construct substantial alterations that would compromise the resource's integrity (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025). In addition, the limited construction and excavations proposed for the levee segment and existing developed urban areas would not damage or alter the character-defining features of the resource.

P-34-005379 (CA-SAC-1276)

Project work with the potential to affect P-34-005379 (CA-SAC-1276) would be limited to the crown of a segment of the Sacramento River East Levee that extends above the portion of the recorded site deposit and would not impact the potentially eligible character-defining traits of the site. Resource P-34-005379 (CA-SAC-1276) has been identified at depths between 17.5 and 20 feet below the surface, beneath the Sacramento River East Levee, approximately 255 feet north from the intersection of Riverton Way and Clipper Way. Construction impacts to the levee include temporary access, minor grading, and the construction of the trail. Vertical ground disturbance in this area would not exceed 12 inches below the current grade. The proposed permanent access point along Clipper Way would include a ramp approximately 320 feet southeast/east of the resource.

Potential archaeological deposits and features would be avoided by limiting project work to above the established site boundaries and restricting construction to the existing engineered levee structure at this location. Ground disturbance for this undertaking would not exceed two feet below the surface within this resource. A vertical ESA will be established for the length of the resource boundary from 225–300 feet north of the intersection of Riverton Way and Clipper Way. Impacts must be limited to 10 feet below the existing ground surface within the vertical ESA. As described in the FNAE prepared for the project, the limited construction and excavations proposed for the levee segment adjacent to the site would not damage or alter the character-defining features of the resource with the implementation of a horizontal and vertical ESA (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

Historical Resources

P-34-002143 / SREL Unit 115

Project work with the potential to affect the SREL Unit 115 includes construction of a 12-foot wide paved asphalt concrete path with 2-foot shoulders comprised of decomposed granite on either side of the pavement and constructed along the top of the crown of the existing levee. Construction would also include up to five new access ramps along the eastern land side of the levee to connect the new trail to the existing publicly accessible roadways and parks. Existing trees along the land side of the levee around the locations of the proposed access ramps would be removed. Although tree removal would be required, removal would be located in a few limited areas and only a few trees would be removed in each area.

Construction would require a visual change to the crown and specific sections of the slopes; however, the change would not diminish the property's significant historic features. Visual changes associated with the project would be visually differentiated so as to not convey a false sense of history and will be minimal enough so as to not diminish the integrity of setting of the SREL Unit 115. The project would not require the change of physical features within the property's setting that contributes to its historic significance. The historic character including the distinctive materials, features, finishes and construction techniques that characterize the SREL Unit 115 would be preserved and the project would not require the change of physical features within the property's setting that contributes to its historic significance. The proposed project would not cause physical destruction or damage to all or part of the SREL Unit 115 and following project construction, the SREL Unit 115 would continue its historic use as a levee along the Sacramento River and remain a contributing feature of a larger district comprising the Sacramento River Flood Control Project system (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

7140 Pocket Road

Project work with the potential to affect 7140 Pocket Road would be limited to the crown of a segment of the SREL Unit 115 that extends through the rear of the parcel. Although construction would be located on the parcel, it would be limited to the footprint of the SREL Unit 115 and would not impact any buildings or structures on site. Temporary impacts to the parcel would be limited to the location of the trail and include temporary construction access, minor grading impacts, and minor ground disturbances. No permanent physical changes are proposed for the majority of the parcel or for any of the buildings on the property.

7140 Pocket Road consists of a total of three buildings, including a residence and two ancillary buildings. The closest building to the proposed trail, an ancillary building, is located roughly 29 feet west of the crown of the levee while the residence and other ancillary building are located roughly 60 feet west of the crown of the levee. Along the western edge of the parcel is a dock structure located within the Sacramento River that is roughly 50 feet east from the crown of the levee. No physical changes to the buildings or dock are proposed. Circulation within the parcel may be temporarily altered during construction activity, but permanent access to the dock and Sacramento River would be maintained.

The limited construction and excavations proposed to the portion of the levee on the parcel would not damage or alter the character-defining features of 7140 Pocket Road. Construction would result in a visual change of the existing gravel path to an asphalt path; however, it would be concentrated to the crown of the levee at the rear of the parcel roughly 60 feet away from the residence. The visual change would not diminish the property's significant historic features and would not impact any existing buildings. There would be no change to the character of the historic property's use and no change to the physical features within the property's setting that contribute to its historic significance (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

P-34-000012 / 7250 Pocket Road

Project work with the potential to affect P-34-000012 (7250 Pocket Road) would be limited to the crown of a segment of the SREL Unit 115 that extends through the rear of the parcel. Although construction would be located on the parcel, it would be limited to the crown of the SREL Unit 115 and would not impact any buildings or structures on site. Temporary impacts to the parcel would be limited to the location of the proposed trail and include temporary construction access, minor grading impacts, and minor ground disturbances.

7250 Pocket Road consists of one building, a residence that is located roughly 40 feet east of the crown of the levee. Aerial images suggest there may be steps leading from the rear yard to the east side of the levee. No physical changes to the building are proposed. Circulation within the parcel may be temporarily altered during construction activity, but permanent access to the Sacramento River would be maintained.

The limited construction and excavations proposed to the portion of the levee on the parcel would not damage or alter the character-defining features of 7250 Pocket Road. Construction would result in a visual change of the existing gravel path to an asphalt path; however, it would be concentrated to the crown of the levee at the rear of the parcel roughly 40 feet away from the residence. The change would not diminish the property's significant historic features and not impact any existing buildings. There would be no change to the character of the historic property's use and no changes to the physical features within the property's setting that contribute to its historic significance (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

All Resources

The ASR and ESA Action Plan includes avoidance and minimization measures to further protect archaeological and cultural resources; however, the project would not result in new or increased potentially significant impacts to archaeological and cultural resources with or without the inclusion of these measures. No new mitigation measures to prevent potential impacts related to archaeological and cultural resources are identified in the ASR or ESA Action Plan. The project would implement mitigation measures included in the 1997 Sacramento River Parkway Plan EIR which would require monitoring during excavation and stopping all work if an archaeological resource is found. Therefore, the project would result in a less than significant impact on historic or archaeological resources and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Directly or indirectly destroy a unique paleontological resource?

No Additional Significant Environmental Effect. Paleontological resources include fossils, which are the preserved remains or traces of animals, plants, and other organisms from prehistoric time (i.e., the period before written records). Fossils and traces of fossils are preserved in sedimentary rock units (formed by the deposition of material at the Earth's surface); and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance or natural causes, such as erosion by wind or water. The rock types underlying the project area are from the Pleistocene-Holocene period (California Department of Conservation, n.d.). This period of rock formation is considered young and would be unlikely to carry paleontological resources. In addition, the project area has been previously disturbed. Therefore, the project would result in a less than significant impact on paleontological resources and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

C. Disturb any human remains?

No Additional Significant Environmental Effect. One of the pre-contact sites which intersects the project area, P-34-000069 (CA-SAC-42), has been identified as a location including human burials. In addition, subsequent studies visiting this site have also identified human remains outside of the recorded site boundary. However, this resource is primarily a subsurface resource and during the site visit no artifacts were observed. Construction of the project would include ground-disturbing activities that could unearth previously undiscovered human remains interred outside of a formal cemetery, should they be present in the project area. Ground disturbing activities at this location would only be within the first two feet of the ground surface, within the existing levee, which is fill dirt and not native soil, which reduces the potential to encounter human remains. In addition, the ongoing USACE levee improvements has caused substantial disturbance within the project area and further reduces the unearthing of human remains. Overall, the project area is previously disturbed or developed.

The project would implement mitigation measures included in the 1997 Sacramento River Parkway Plan EIR which would require monitoring during excavation and stopping all work if any remains are found. Therefore, the project would result in a less than significant impact on human remains and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to cultural resources that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to cultural resources would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

ENERGY

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
5. ENERGY Would the project:			
A. Result in a potentially significant environmental impact due to wasteful. Inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒
B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒

Structures built would be subject to Titles 20 and 24 of the California Code of Regulations, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2040 General Plan includes policies (see 2040 General Plan Policy M-1.37) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant general plan policies in Chapter 4.6. The discussion concluded that with implementation of the general plan policies and energy regulation (e.g., Title 24) development allowed in the general plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

See also Section 12, below, discussing impacts related to energy. The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of general plan policies, including employing appropriate mitigation measures and best practices established by SMAQMD during construction and grading activities (ERC-4.5) would reduce all impacts to a less than significant level.

ENVIRONMENTAL SETTING

SMUD is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County (Sacramento Municipal Utility District, 2024). PG&E is an inventory-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000-square-mile service area in both northern and central California (Pacific Gas & Electric, 2024). SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the city of Sacramento and the project area.

Energy demand related to the proposed project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Indirect energy consumption

would be associated with the generation of electricity at power plants. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

Energy Policy and Conservation Act, and Corporate Average Fuel Economy Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

State of California Energy Efficiency Action Plan

The 2021 California Energy Efficiency Action Plan identifies the next GHG reduction target to be reducing GHG emissions by 40 percent by 2030, compared to 1990 levels, and reaching carbon neutrality by 2045 (California Energy Commission, 2021a). This plan provides guiding principles and recommendations on how the state would achieve those goals. These recommendations include:

- identifying funding sources that support energy efficiency programs,
- identifying opportunities to improve energy efficiency through data analysis,
- using program designs as a way to encourage increased energy efficiency on the consumer end,
- improving energy efficiency through workforce education and training, and
- supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization (California Energy Commission, 2021b).

California Green Building Standards

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer greenhouse gas (GHG) emissions.

The 2022 California Energy Code was adopted by CEC on August 11, 2021 and applies to projects constructed after January 1, 2023. The California Energy Code was first adopted in 1976 by the CEC and have been updated periodically since then, as directed by statute. The 2022 California Energy Code "builds on California's technology innovations, encouraging energy efficient approaches to encourage building decarbonization, emphasizing in particular on heat pumps for space heating and water heating. This set of Energy Codes also extends the benefits of photovoltaic and battery storage systems and other demand flexible technology to work in combinations with heat pumps to enable California buildings to be responsive to climate change. This Energy Code also strengthens ventilation standards to improve indoor air quality. This update provides crucial steps in the state's progress toward 100 percent clean carbon neutrality by midcentury" (California Energy Commission, 2022).

The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (California Air Resources Board, California Energy Comission, 2003).

AB 1007 (Chapter 371, Statues of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, the National Highway Traffic Safety Administration and the U.S. EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by the U.S. EPA to the State of California under Section 209 of the Clean Air Act to enforce more stringent emission standards for motor vehicles than those required by the U.S. EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing CAFE and tailpipe CO_2 emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

GHG Reduction Regulations

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, Executive Order B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

Renewable Energy Regulations

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current

levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the City, and the potential changes to those conditions that could result from development consistent with the 2040 General Plan. See Master EIR, Chapter 4.6, Energy.

The Master EIR identified potential impacts related to wasteful, inefficient, or unnecessary consumption of energy resources (Impact 4.6-1 and 4.6-3) or conflict with or obstruct a state or local renewable energy plan or impede energy efficiency (Impact 4.6-2). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Resources and Constraints Element, Land Use and Placemaking Element, and Mobility Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-4.5 Construction Emissions. The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the Sacramento Metropolitan Air Quality Management District (SMAQMD).
- ERC-8.1 Cooling Design Techniques. Through design guidelines and other means, in all new development the City shall promote the use of tree canopy, cool pavements, landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, the City shall promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.
- LUP-2.2 Interconnected City. The City should establish a network of interconnected activity centers, corridors, parks, and neighborhoods that promotes walking, bicycling, and mass transit use as viable alternatives to private vehicles.
- LUP-2.5 Design for Connectivity. The City shall require that all new development maximizes existing and new connections with surroundings and with centers, corridors, parks, and neighborhoods to enhance efficient and direct pedestrian, bicycle, and vehicle movement. When feasible, grid patterns should be utilized to facilitate multiple routes.
- M-1.1 Street Classification System. The City shall maintain a street classification system that considers the role of streets as corridors for movement but prioritizes a context-sensitive Complete Streets concept that enables connected, comfortable, and convenient travel for those walking, rolling, and taking transit.

- M-1.3 Healthy Transportation System Options. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles viable, attractive alternatives to automobiles that use internal combustion engines
- M-1.14 Walking Facilities. The City shall work to complete the network of tree-shaded sidewalks throughout the city, to the greatest extent feasible, by building new sidewalks and crossings, especially within the high-injury network, in disadvantaged communities, near high-ridership transit stops, and near important destinations, such as schools, parks, and commercial areas. Walking facilities should incorporate shade trees.
- M-1.13 Walkability. The City shall design streets to prioritize walking by including design elements such as the following: • Grid networks that provide high levels of connectivity; • Closely spaced intersections; • Frequent and low-stress crossings; • Wide, unobstructed walkable sidewalks; • Separation from vehicle traffic; • Street trees that provide shading; and • Minimal curb cuts.
- M-4.8 Detour Facilities. The City shall design, implement, and maintain construction, work zone, or special event diversions and/ or detour facilities to provide comfortable and convenient passage, prioritizing mobility for active transportation and transit for the duration of construction, work zones, or special events.

Application of these policies would reduce all impacts listed in Chapter 4.6, Energy, in the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and Master EIR.

Sacramento Climate Action & Adaption Plan

The Sacramento Climate Action & Adaption Plan (CAAP) was adopted on February 27, 2024 by the City Council and was incorporated into the 2040 General Plan. The Sacramento CAAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan and Parkway Projects would have a less than significant effect related to energy.

STANDARDS OF SIGNIFICANCE

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

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

ANSWERS TO CHECKLIST QUESTIONS

A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

No Additional Significant Environmental Effect. Neither federal or State law nor the State CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient and unnecessary. Compliance with California Code of Regulations (CCR) Title 24 Energy Efficiency Standards would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the project site. Energy use is discussed by anticipated use type below.

Construction

During construction, operation of construction vehicles, worker vehicles, and equipment (e.g., generators) would require the use of fuel (gasoline and diesel) and electricity; energy consumption during construction would be temporary. The project would comply with CCR Title 13, Article 4.8, Chapter 9 which requires all diesel powered offroad equipment and on-road vehicles to be shut off when not in use or limit idling to five minutes. Project construction would be temporary and would result in a negligible increase in regional energy consumption. At this time, no utility relocations are anticipated; however, if they are determined necessary during final design they would be coordinated with individual utility owners. If any utility relocations are necessary, they would be relocated within the proposed project area and require temporary and intermittent energy disruption within the area. All utilities would be restored following construction of the project.

Operational

Operation of the project would require utility tie-in for pedestrian signal beacons and new lights at proposed access points; however, utility usage is not anticipated to cause a strain on existing infrastructure. Pedestrian signal beacons and new streetlights would be built to be energy efficient and would be regularly maintained to ensure facilities are not wasteful, inefficient, or unnecessarily consuming energy, or wasteful of energy resources. Therefore, the project would result in a less than significant impact on energy resources and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Additional Significant Environmental Effect. The City's goal is to reduce the per capita regional GHG emissions to net zero by 2045, equal to a 100 percent decrease from 1990's GHG emission levels(City of Sacramento, 2024). As discussed in response (a) above, fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. The project would support the City's emission reduction goal through the implementation of energy standard measures, such as complying with CCR Title 13, Article 4.8, Chapter 9 which requires all diesel powered offroad equipment and on-road

vehicles to be shut off when not in use or limit idling to five minutes. Compliance with energy standard measures would reduce energy usage. Once operational, pedestrian signal beacons and new streetlights at proposed access points would require energy usage; however, energy usage is anticipated to be negligible and would be energy efficient. The project would support the General Plan's goals and policies related to encouraging non-motorized vehicles by providing convenient infrastructure for bicyclists (City of Sacramento, 2024). The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the project would result in no potentially significant impact on state or local plans for renewable energy or energy efficiency and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No additional impacts related to energy that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to energy would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

GEOLOGY AND SOILS

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
6. GEOLOGY AND SOILS Would the project:			
A. Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?	☐	☐	☒

ENVIRONMENTAL SETTING

Geologic Hazards

According to California Department of Conservation, no faults are located within the project area. The nearest fault is the Midland fault located approximately 15 miles southwest of the project area (California Department of Conservation, 2010). In addition, the project area is not within a landslide zone or liquefaction zone (California Department of Conservation, 2022). Soils

The project area is located on top of the east levee crown, and extends into up to six neighborhood connections via access points, and also includes pedestrian improvements at three intersections. The multi-use trail would be built on an existing level gravel road currently used for levee maintenance and emergency vehicles. According to the Natural Resources Conservation Services, two soil units underlay the project area: Laugenour-Urban land complex, partially drained, 0 to 2 percent slopes and Valpac-Urban land complex, partially drained, 0 to 2 percent slopes. Soil textures within the project area have moderate to high erosion susceptibility. In addition, soils in the project area have low to moderate shrink swell potential (Natural Resources Conservation Service, 2016).

STANDARDS OF SIGNIFICANCE

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the city.

The Master EIR identified potential impacts on soil erosion (Impact 4.7-1), geologic or seismic hazards (Impact 4-7.2), mineral resources (Impact 4.7-3 and 4.7-4), and paleontological

resources (Impact 4.7-5 and 4.7-7). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Resources and Constraints Element and Historic and Cultural Resources Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-1.4 Construction Site Impacts. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies to avoid or minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.
- ERC-7.1 Expansive Soils and Liquefaction. In areas of expansive soils and high liquefaction risk, the City shall continue to require that project proponents submit geotechnical investigation reports and demonstrate that the project conforms to all recommended mitigation measures prior to City approval.
- HCR-1.1 Preservation of Historic and Cultural Resources, Landscapes, and Site Features. The City will continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city

Application of these policies would reduce Impacts 4.7-1 through 4.7-5 and 4.7-7 in Chapter 4.7, Geology, Soils, and Paleontological Resources, in the Master EIR to a less than significant level.

Cumulative impacts contributing to the loss of a known mineral resource or of a locally-important mineral resource area would have no impact (Impact 4.7-6). The project would be consistent with the 2040 General Plan and the Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact related to geology and soils. However, regarding erosion, the following mitigation measure would be implemented.

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

The following program level mitigation measures are standard procedures for reducing 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.

- 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.

- For new parking lot areas or large impervious surface areas, incorporate into the drainage plan inlet catch-basins containing grease/sediment traps.
- 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.
- 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.
- Implement landscape maintenance program to integrate BMPs which eliminate, reduce and minimize the use of pesticides and herbicides which contribute to non-point source pollution.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?

No Additional Significant Environmental Effect. The project area is not within a fault, landslide zone, or liquefaction zone (California Department of Conservation, 2022). The project area is underlain by soils with moderate to high erosion potential. The project would comply with General Plan Policy ERC-7.1 which would require a geotechnical investigation to determine geological hazards. In addition, Mitigation Measure 6.6-1 included in the 1997 Sacramento River Parkway Plan EIR would be implemented to reduce erosion. Therefore, the project would result in a less than significant impact related to geologic or seismic hazards and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to geology and soils that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to geology and soils would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

GREENHOUSE GAS EMISSIONS

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
7. GREENHOUSE GAS EMISSIONS Would the project:			
A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒
B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒

ENVIRONMENTAL SETTING

The city of Sacramento is located within the SVAB which is part of the SMAQMD. The Sacramento Valley is bound by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The valley is relatively flat and approximately 25 feet above sea level.

The climate in the Sacramento Valley is characterized by mild, rainy winters and hot, dry summers. Annual daily temperatures may range by 20ºF with summer highs over 100ºF and winter lows are often below 32ºF. The typical annual rainfall average is about 20 inches.

Because the city of Sacramento is in a valley basin, the surrounding mountains create a barrier to airflow, which can trap air pollutants in the valley. Air stagnation generally occurs during autumn and early winter when large high-pressure cells dominate the region. During this time, the absence of surface wind and reduced vertical air flow restrict the entry of fresh air into the valley and allows pollutants to accumulate. When combined with temperature inversions that trap cooler air and pollutants near the ground, surface concentrations of pollutants reach their peak.

In the warmer months (May to October), mornings often have stagnant air or light winds. In the evening a Delta breeze usually comes in from the southwest to carry airborne pollutants northward out of the Sacramento Valley. However, from July to September, the "Schultz Eddy" phenomenon occurs for about half of the day. Instead of carrying pollutants away, the Schultz Eddy causes the wind pattern to circulate back southward, intensifying pollution levels and increasing the likelihood of violating federal or state standards. The Schultz Eddy usually dissipates around noon when the Delta breeze resumes.

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons,

and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO_2 are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

To meet the statewide GHG emission targets, the City adopted the CAAP on February 14, 2012 to comply with AB 32, which was most recently updated on February 27, 2024. The CAAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2024, the City adopted the 2040 General Plan Update. The update incorporated measures and actions from the CAAP, which includes citywide policies and programs that are supportive of reducing GHG emissions.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it fails to satisfy the requirements of the City's CAAP.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.8 of the Master EIR evaluated the potential effects related to Climate Change and Greenhouse Gas (GHG) Emissions.

The Master EIR identified potential impacts on GHG emissions that would contribute to climate change on a cumulative basis and conflict with an applicable plan, policy, or regulation (Impact 4.8-1). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Resources and Constraints Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-4.5 Construction Emissions. The City shall ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate measures and best practices. Refer to Basic Construction Emissions Control Practices (BMPs) recommended by the SMAQMD.

Application of this policy would reduce all impacts in Chapter 4.8, Greenhouse Gasses, in the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

GHG emissions were not discussed within the 1997 Sacramento River Parkway EIR as this topic was not part of the CEQA Environmental Checklist at the time of analysis. CEQA Guidelines Section 15064.4, effective December 28, 2018, added the analysis of GHG emissions to the CEQA process. Although the analysis of GHG emissions was added to the CEQA Guidelines Section 15064.4 in 2018, under CEQA Guidelines Section 15007, amendments to the CEQA Guidelines are only applicable prospectively. A discussion of GHG emissions has been incorporated, although it is not required in this Initial Study.

ANSWERS TO THE CHECKLIST QUESTIONS

Would the project:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No Additional Significant Environmental Effect. Construction of the project would result in short-term GHG emissions from vehicles and construction equipment use for nine to 12 months. The small scale of the project is not anticipated to result in significant GHG emissions and the project would abide by the standard BMPs, recommendations set forth by the City's Policies ERC-4.3, ERC-4.5, M-1.1, M-1.2, M-1.14, M-1.17, from the Master EIR and CAAP. Therefore, the project would result in a less than significant impact related to construction GHG emissions.

B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Additional Significant Environmental Effect. The City's CAAP is the newest regulatory document developed to mitigate and adapt to climate change in the city of Sacramento (City of Sacramento, 2024). The CAAP has structured all of its goals/measures/policies to reduce GHG emissions to net zero by 2045. Applicable plan goals, strategies and actions are as follows:

2045 Climate Action Goal: Reduce Sacramento's per capita GHG emissions to net zero MT CO_2e per person by 2045, equal to 100 percent below 1990 levels.

Using a per capita emissions target means that regardless of unforeseen population changes, the City's target of net zero MT CO_2e per person will remain unchanged. This approach allows the City to continue to grow, while focusing on decarbonizing systems rather than limiting growth that could compromise new housing and job opportunities and potentially increase regional emissions.

TR-1 Improve Active Transportation Infrastructure to Achieve 6% Active Transportation Mode Share by 2030 and 12% by 2045

TR-1.1 Implement the 2016 Bicycle Master Plan by constructing a comprehensive, connected network of safe and accessible (low-stress) bikeways, on- and off-street, within and across neighborhoods totaling 40 miles of bike lanes, 48 miles of bike

routes, 40 miles of buffered bike lanes, 18 miles of separated bikeways, and 127 miles of shared-used paths.

TR-1.2 Implement the improvements in the 2006 Pedestrian Master Plan by providing a connected, safe and accessible (low-stress) pedestrian network, prioritized based on High Injury Network (crash data), school access, equity and community needs. Low-stress pedestrian network includes crossings, sidewalks, and other paths.

TR-2.11 Implement the City's adopted plans including modal/Citywide plans and corridor/area plans (such as the Bicycle Master Plan, Broadway Complete Streets, and 65th Street Area Plan).

The project would support and comply with guidelines established in the 2040 General Plans and the CAAP for the City as well as support the city's efforts to comply with state regulations. In addition, the project is included in the 2016 Bicycle Master Plan and implementation of the project would support measures TR-1.1 and TR-2.11. Therefore, the project would support plans, policies, and/or regulations adopted for the purpose of reducing GHG emissions.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

GHG emissions were not addressed in the 1997 Sacramento River Parkway Plan EIR; however, no potentially significant impacts related to greenhouse gas have been identified. In addition, no significant environmental impact related to GHG emissions would result from the project, no new mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

HAZARDS

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
8. HAZARDS Would the project:			
A. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?	☐	☐	☒
B. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?	☐	☐	☒
C. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?	☐	☐	☒

ENVIRONMENTAL SETTING

According to the State Water Resources Control Board (SWRCB), no hazardous materials and/or hazardous waste sites are located within the project area. Four sites are located with a half-mile of the project area. One site is categorized under the Cleanup Program as open at the Riverside Plaza Shopping Center, however, no potential contaminants of concern are specified. The three other sites include two closed Leaking Underground Storage Tank Cleanup sites, and one closed Cleanup Program Site (State Water Resources Control Board, 2022). In addition, according to the California Department of Toxic Substance Control, no toxic substance sites are located within a half-mile of the project area (Department of Toxic Substances Control, 2022).

Federal regulations and regulations adopted by the SMAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the AQMD and civil penalties under state and/or federal law, in addition to possible action by U.S. EPA under federal law.

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

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

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

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

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

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The 2040 Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards. See Chapter 4.9.

The Master EIR identified potential impacts on the exposure of people to contaminated soils (Impact 4.9-1), hazards and hazardous building materials (Impact 4.9-2), contaminated groundwater (Impact 4.9-3), obstruction of emergency response access and affect response times of emergency responders (Impact 4.9-4 and Impact 4.9-6), and exposure of people or structures to loss, injury, or death involving wildland fires (Impact 4.9-5 and 4.9-7). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Justice Element and Public Facilities and Safety Element. Policies in the 2040 General Plan which are applicable to the project, include:

- EJ-1.5 Compatibility with Hazardous Materials Facilities. The City shall ensure that future development of treatment, storage, or disposal facilities is consistent with the County’s

Hazardous Waste Management Plan, and that land uses near these facilities, or proposed sites for the storage or use of hazardous materials, are compatible with their operation.

- EJ-1.7 Transportation Routes. The City shall restrict transport of hazardous materials within Sacramento to designated routes.
- EJ-1.8 Site Contamination. The City shall ensure buildings and sites are or have been investigated for the presence of hazardous materials and/or waste contamination before development, where applicable. The City shall continue to require remediation and construction techniques for adequate protection of construction workers, future occupants, adjacent residents, and the environment, and ensure they are adequately protected from hazards associated with contamination.
- PFS-1.8 Fire Hazards. The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.
- PFS-2.1 Hazard Mitigation Planning. The City shall continue to use the Local Hazard Mitigation Plan, Comprehensive Floodplain Management Plan, Emergency Operations Plan, and Operational Area Plan to guide actions and investments addressing disasters such as flooding, dam or levee failure, hazardous material spills, epidemics, fires, extreme weather, major transportation accidents, earthquakes, and terrorism
- PFS-2.3 Evacuation Routes. The City shall partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as I-5, I-80, Highway 50, and State Route 99 and work with local agencies to develop contingency plans for operations when these and other roads are inoperable due to flooding or wildfire.

Application of these policies would reduce all impacts in Chapter 4.9, Hazards and Public Safety, in the Master EIR to a less than significant level. The project would be consistent with 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact related to hazards and hazardous materials.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?

No Additional Significant Environmental Effect. The project area is not used for agricultural or adjacent to agricultural land; therefore, it is unlikely soil within the project area is contaminated with pesticides and herbicides. The project area is located in the Pocket/Greenhaven neighborhood, the multi-use trail would be built predominantly on top of the east levee crown, which is currently a level gravel road used for levee maintenance and emergency vehicles. The gravel road has not likely served a high enough number of vehicles to result in the presence of

aerially deposited lead (ADL). The project would also create up to six neighborhood connections to the trail via access points and includes three pedestrian crossings on Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and on Pocket Road, just south of Country River Way. These improvements would be made on fully developed land and disturbed ground between homes, within parks, and on exiting roadways. While there is potential for some ADL to be present along the roadways, the addition of pedestrian crossing related improvements is not anticipated to result in contamination that would expose residents, pedestrians, or construction workers to hazardous materials. In addition, roadway paint or thermoplastic markings for pedestrian crossings would meet current Caltrans Standards and would not release ADL overtime. Therefore, the project would result in no potentially significant impact related to contaminated soil and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?

No Additional Significant Environmental Effect. According to the SWRCB, no hazardous materials and/or hazardous waste sites are located within the project area. Four sites are located within a half-mile of the project area; however, three of these sites are closed cases and the fourth site was determined to contain no potential contaminants of concern. The project would not encroach on these hazardous materials sites. At this time, no utility relocations are anticipated; however, if they are determined necessary during final design they would be coordinated with individual utility owners. If any utility relocations are necessary, they would be relocated within the proposed project area. If utility relocations would include the demolition of a structure with the potential to contain asbestos or lead based paints, such as the demolition of utility poles, debris would be handled in compliance with Caltrans Standards and would prevent the release of hazardous chemical materials and harmful exposure to people. Therefore, the project would result in no potentially significant impact related to hazardous materials and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

C. Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?

No Additional Significant Environmental Effect. The project area is located on top of the east levee crown, at up to six neighborhood connections, and on Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and on Pocket Road, just south of Country River Way. Construction of the project would not require work in the levee or disturbance of groundwater. In addition, construction would not include dewatering contaminated groundwater. Therefore, the project would result in no impact related to contaminated groundwater and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No additional impacts related to hazards that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to hazards would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

HYDROLOGY AND WATER QUALITY

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
9. HYDROLOGY AND WATER QUALITY Would the project:			
A. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?	☐	☐	☒
B. Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?	☐	☐	☒

ENVIRONMENTAL SETTING

The Sacramento River is the primary river of northern California. The river drains approximately 26,500 square miles from Siskiyou County south to Sacramento County through the Sacramento Valley and ends in San Francisco Bay. The project area contains small portions of the Sacramento River along the waterside of the Sacramento River east levee, and a short section of the Pocket Canal. The Pocket canal collects stormwater and channels water into Sump Station #132, which then pumps the canal water into the Sacramento River.

The City utilizes two water treatment facilities, namely the Sacramento River Water Treatment Plant and the E.A. Fairbairn Water Treatment Plant, to treat surface water diverted from the Sacramento and American Rivers. Additionally, the City extracts water from groundwater wells located within its water service area. To distribute drinking water to its retail and wholesale customers, the City maintains an extensive network of water pipelines, tanks, and pumping facilities. The main sources of recharge to the groundwater within the Sacramento Basin are rivers and streams that drain from the Sierra Nevada and the Coast Ranges and precipitation. Groundwater discharge occurs through pumping for and municipal water supply, evaporation in areas where the water table is shallow, and through discharge to streams (U.S. Geological Survey, 2011).

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.10 of the Master EIR evaluates the potential effects of the 2040 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality.

The Master EIR identified potential impacts on water quality degradation due to construction and/or activities (Impacts 4.10-1 and 4.10-3), and exposure of people to flood risks (Impact 4.10-2 and 4.10-4). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Justice Element and Public Facilities and Safety Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-1.1 Clean Water Programs. The City shall promote environmental stewardship and pollution prevention activities with outreach, assistance, and incentives for residents and businesses.
- ERC-1.2 Clean Watershed. The City shall continue ongoing Sacramento and American River source water protection efforts (e.g., Pups in the Park, Keep Our Waters Clean), based on watershed sanitary survey recommendations, in partnership with private watershed organizations and local, State, and federal agencies
- ERC-1.3 Runoff Contamination. The City shall protect surface water and groundwater resources from contamination from point (single location) and non-point (many diffuse locations) sources, as required by federal and State regulations.
- ERC-1.4 Construction Site Impacts. The City shall require new development to protect the quality of water bodies and natural drainage systems through site design (e.g., cluster development), source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies to avoid or minimize disturbances of natural water bodies and natural drainage systems caused by development, implement measures to protect areas from erosion and sediment loss, and continue to require construction contractors to comply with the City's erosion and sediment control ordinance and stormwater management and discharge control ordinance.
- ERC-5.2 Reducing Storm Runoff. The City shall encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.
- ERC-6.2 Flood Management Planning Coordination. The City shall work with local, regional, State, and federal agencies to do the following:

- Maintain an adequate information base; monitor long-term flood safety; and assess long-term flood event probabilities;
- Prepare risk assessments that account for urbanization and the effects of climate change;
- Identify strategies to mitigate flooding impacts; and
- Participate in regional planning efforts.

- ERC-6.6 Flood Regulations. The City shall continue to regulate new development in accordance with State requirements for 200-year level of flood protection and federal requirements for 100-year level of flood protection.
- ERC-6.7 Flood Hazard Risk Evaluation. The City shall require evaluation of potential flood hazards prior to approval of development projects and shall require new development located within a Special Flood Hazard Area to be designed to meet federal and State regulations and minimize the risk of damage in the event of a flood.
- ERC-6.8 Interagency Levee Management. The City shall coordinate with local, regional, State, and federal agencies to ensure new and existing levees are adequate in providing flood protection and coordinate to achieve local certification of levees for 200-year flood protection by 2025.

Application of these policies would reduce all impacts in Chapter 4.10, Hydrology, Water Quality and Flooding, in the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and the Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that impacts related to water quality and hydrology would need to be assessed on a project by project basis. However, policies related to runoff and erosion were included in the Sacramento River Parkway Plan to reduce impacts:

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 rainwater runoff.

E4 Close portions of the Parkway as needed to restore eroded areas.

In addition, the following mitigation measures were included to address potential impacts and are applicable to the project.

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

The following program level mitigation measures are standard procedures for reducing runoff and erosion which may be applied as appropriate to most facility developments. Once designs

are developed for each facility, detailed project specific environmental review may identify refinements or additions to these mitigations based on the specifics of the project.

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

6.6-2 Mitigation for Construction Water Quality Impacts

The following mitigation measure will reduce program level impacts to a less-that-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 BMPs as approved by the Department of Utilities for the long-term enhancement of stormwater run-off shall be implemented.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?

No Additional Significant Environmental Effect. The project includes the construction of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood. The project would also include trail access points between Sleepy River Way and Zacharias Park and pedestrian improvements to three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and a new crosswalk across Pocket Road, just south of Country River Way. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal to connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The cycle track would not require changes to the bridge deck or substructure above the Pocket Canal. Sidewalks on both sides would be maintained, but the sidewalk on the east side may need to be shifted or modified to accommodate the other proposed bike facility improvements. Improvements would be made within the Pocket/Greenhaven neighborhood and would not require construction activities within the river or Pocket Canal. While construction of the trail would slightly increase impervious cover near the Sacramento River, existing conditions of the river levee are similar in nature and impact of imperious cover is not anticipated to change water quality. Standard BMPs would be implemented during construction to ensure protection of water quality from construction stormwater runoff. In addition, the project would implement mitigation measures included in the 1997 Sacramento River Parkway Plan EIR reducing impacts related to erosion, runoff, and degradation of water quality. Therefore, the project would result in a less than significant impact on water quality and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?

No Additional Significant Environmental Effect. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel 06067C0170H and Panel 06067C0285H (effective August 16, 2012), the multi-use trail would be built within Zone AE, which is an area in which the floodway is the channel of a stream that must be kept free of encroachment so that one percent annual chance of flood can be carried without substantial increases in flood heights (FEMA, 2012). However, according to the FEMA flood zone map, the project is located within a reduced flood risk area. The neighborhood connections via access points and pedestrian

crossings would be constructed within Zone X, which is an area with reduced flood risk due to the levee. The project would not include the construction of structures that would impede flood flows within the project area or be placed in a 100-year flood zone. The project would not affect the flood risk in the Pocket/Greenhaven neighborhood and would not impact levee inspections during high river periods. The paved trail would facilitate access for levee inspections. Recreational trails may be temporarily closed when needed by the flood control agencies. Therefore, the project would result in a less than significant impact related to the 100-year flood zone and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to hydrology and water quality that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to hydrology and water quality would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

NOISE

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
10. NOISE Would the project:			
A. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?	☐	☐	☒
B. Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?	☐	☐	☒
C. Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?	☐	☐	☒
D. Permit existing and/or planned residential and commercial areas to be exposed to vibration peak-particle velocities greater than 0.5 inches per second due to project construction?	☐	☐	☒
E. Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?	☐	☐	☒
F. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?	☐	☐	☒

ENVIRONMENTAL SETTING

Noise

The project area is within the Pocket Community Plan Area which is generally urban. The nearest sensitive receptors are residential properties located between approximately 10 feet and 30 feet from the proposed project improvements. The primary sources of noise in the project area are from residential land uses and traffic along local roadways surrounding the project area.

According to the City's General Plan, the project area is designated as Suburban Neighborhood Low and Parks and Open Space. Allowed exterior noise levels within a Suburban Neighborhood Low land use is 60 A-weighted decibels (dBA). Allowed exterior noise levels within a Parks and Open Space land use is 70 dBA (City of Sacramento, 2024).

Construction equipment can generate intermittent noise levels ranging from 77 to 85 dBA maximum sound level (L_{max}) at a distance of 50 feet (see **Table 2**).

Table 2 Typical Construction Equipment Noise Levels

Construction Equipment	Noise Level (dBA at 50 feet)	
	L_{max}	L_{eq}
Bulldozers	82	78
Concrete Pump Truck	81	74
Dump Trucks	77	73
Backhoe	78	74
Pneumatic Tools	85	82
Front End Loader	79	75
Roller	80	73
Compressors	78	74
Paver	77	74
Excavators	81	77
Grader	85	81
Scrapers	84	80

Vibration

The general human response to different levels of groundborne peak particle velocity (PPV) is described below in **Table 3** while groundborne vibration levels that could induce potential damage to buildings are identified in **Table 4**. Examples of typical construction equipment related to roadway projects and their associated vibration levels are identified in **Table 5**.

Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

Table 3 Human Response to Levels of Groundborne Vibration

Human Response	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.035	0.01
Distinctly Perceptible	0.24	0.04
Strongly Perceptible	0.9	0.1
Severe	2	0.4

Source: (California Department of Transportation, 2013)

Table 4 Groundborne Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1	0.5
Modern Industrial/Commercial Buildings	2	0.5

Source: (California Department of Transportation, 2013)

Table 5 Construction Equipment-Related Groundborne Vibration

Equipment	PPV at 25 feet (inches per second)
Vibratory roller	0.21
Large bulldozer	0.089
Loaded trucks	0.019
Jackhammer	0.035
Small bulldozer	0.003

Source: (California Department of Transportation, 2013)

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2040 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources.

The Master EIR identified potential impacts on groundborne vibration or noise levels (Impact 4.11-3) and airport or aircraft noise levels (Impact 4.11-4). The project is consistent with the plans and goals adopted by the City in its General Plan Environmental Justice Element and Public Facilities and Safety Element. Policies in the 2040 General Plan which are applicable to the project, include:

- ERC-10.1 Exterior Noise Standards. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC-1, to the extent feasible.
- ERC-10.2 Noise Source Control. The City should require noise impacts in new developments to be controlled at the noise source where feasible, as opposed to the receptor end, using techniques including but not limited to the following: • Site design, • Building orientation, • Building design, and • Hours of operation.
- ERC-10.3 Interior Noise Standards. The City shall require new development to include noise attenuation to assure acceptable interior noise levels appropriate to the land use, as follows: • 45 dBA Ldn for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and • 45 dBA Leq (peak hour with windows closed) for office buildings and similar uses.

- ERC-10.4 Interior Noise Review for Multiple, Loud, Short-Term Events. In cases where new development is proposed in areas subject to frequent, high-noise events (such as aircraft over-flights, or train and truck passbys), the City shall evaluate interior noise impacts at proposed sensitive receptors. The evaluation shall incorporate measures necessary to meet the 45 dBA Ldn standard.
- ERC-10.5 Interior Vibration Standards. The City shall require construction projects that are anticipated to generate significant vibration levels to use appropriate methods (i.e., type of equipment, low-impact tools, modifying operations, increasing setback distance, vibration monitoring) to ensure acceptable interior vibration levels at nearby residential and commercial uses based on the current City or Federal Transit Administration (FTA) criteria.
- ERC-10.7 Vibration. The City shall consider the potential for vibration-induced damage associated with construction activities, highways, and rail lines in close proximity to historic buildings and archaeological sites. Where there is potential for substantial vibration-induced damage, the City shall require preparation of a Pre-Construction Survey and Vibration Management and Monitoring Plan, prepared by a qualified historic preservation specialist or structural engineer to document existing conditions, present appropriate methods to avoid or reduce potential vibration damage, monitor for excessive vibration, and ensure any damage is documented and repaired.
- ERC-10.8 Alternative Paving Materials. The City shall continue to explore opportunities to use alternative pavement materials such as rubberized asphalt and porous pavement on residential roadways in order to reduce noise generation, extend maintenance cycles, and improve air quality and stormwater management.
- ERC-10.9 Construction Noise Controls. The City shall limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the City Code that address permitted days and hours of construction, types of work, construction equipment, and sound attenuation devices.

Application of these policies would reduce Impacts 4.11-3 and 4.11-4 in Chapter 4.11, Noise and Vibration, in the Master EIR to a less than significant level.

Impacts for temporary increases in ambient noise levels (Impact 4.11-2) were found to be potentially significant; however, would be reduced to less than significant with implementation of mitigation measure NOI-1. NOI-1 describes construction noise levels, construction equipment regulations, construction equipment idling periods, and for major construction projects- the designation of an on-site disturbance coordinator.

Noise impacts for permanent increases in ambient noise levels (Impact 4.11-1) and cumulative impacts to the ambient noise and vibration environment (Impact 4.11-5) were found to be significant and unavoidable. The project would be consistent with the 2040 General Plan and the Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that impacts related to noise would need to be assessed on a project-by-project basis. The following mitigation measures were included to address potential operational noise impacts and are applicable to the project.

Mitigation Measure 6.4-1 Noise Generation Project Specific

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

ANSWERS TO THE CHECKLIST QUESTIONS

A. Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?

No Additional Significant Environmental Effect. The project area is located adjacent to various sensitive receptors, including single-family residential properties and schools such as Camillia Waldorf School and Brookfield Private School, which are adjacent to the project, and may be disturbed by noise from construction equipment and activities during the construction period; however, the project would not require use of construction techniques that would generate adverse construction-related noise, such as pile driving, demolition, blasting, etc. Additionally, the Sacramento City Code 8.68.200 prohibits the use of any power tools or construction equipment between the hours of 10:00 p.m. and 7:00 a.m. (City of Sacramento, 2021); construction-related nose would be limited to less-sensitive daytime hours. According to **Table 2**, construction equipment can generate intermittent noise levels ranging from 77 to 85 dBA L_{max} at a distance of 50 feet. Project construction would be required to comply with the City's Noise Ordinance which establishes an allowable exterior noise level limit of 55 dBA sound level exceeded for 50 percent of the time of the measurement period (L_{50}) and 75 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 50 dBA L_{50} and 70 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) for sources of noise which occur for more than 30 minutes per hour (Section 8.68.060).

The nearest residential structures are located 10 feet from the project area in various places. Although residents would be located near construction, construction techniques that would generate adverse construction-related noise, such as pile driving, demolition, blasting, etc. are not included as part of the project. Construction noise would be temporary and intermittent during the nine to 12 months of construction. Construction noise is not anticipated to exceed acceptable noise levels for various land uses or interior noise levels. In addition, the project is not anticipated to have a quantifiable effect on long-term traffic noise levels because it would not increase long term vehicle traffic capacity in the area and would operate as a multi-use recreation trail for pedestrians and bicyclists. Therefore, the project would result in a less than significant impact

related to noise and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?

No Additional Significant Environmental Effect. See discussion in response (a) above.

C. Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?

No Additional Significant Environmental Effect. See discussion in response (a) above.

D. Permit existing and/or planned residential and commercial areas to be exposed to vibration peak-particle velocities greater than 0.5 inches per second due to project construction?

No Additional Significant Environmental Effect. Examples of typical construction equipment related to roadway projects and their associated vibration levels are identified in **Table 5**. As shown on **Table 5**, vibration levels 25 feet away from equipment ranges from 0.003 PPV to 0.21 PPV. The project includes the construction of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood. The project would also include trail access points between Sleepy River Way and Zacharias Park and pedestrian improvements to three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and a new crosswalk across Pocket Road, just south of Country River Way. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal to connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The cycle track would not require changes to the bridge deck or substructure above the Pocket Canal. Sidewalks on both sides would be maintained, but the sidewalk on the east side may need to be shifted or modified to accommodate the other proposed bike facility improvements. Excavation would be required for the installation of the trail access point lights and pedestrian beacons which may cause some vibration. While construction equipment would be required to build the project, the project would not include blasting, or other high vibration activities. Vibration impacts would be temporary and minimal. Vibrations levels are not anticipated to be at the levels for typical roadway construction projects as described in **Table 5**. In addition, modern techniques and procedures would be implemented as described in the Caltrans Transportation and Construction Vibration Guidance Manual to further minimize any construction related vibration (California Department of Transportation, 2020). Therefore, the project would result in a less than significant impact related to vibration at 0.5 PPV and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

E. Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?

No Additional Significant Environmental Effect. See discussion in response (d) above.

F. Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?

No Additional Significant Environmental Effect. There are two properties, 7140 Pocket Road and 7250 Pocket Road, which are considered eligible for the NRHP and CRHR for this project only, and three archaeological resources identified within the project area which are eligible for listing in the NRHP and CRHR (Far Western Anthropological Research Group, Inc, 2025a; GPA Consulting, 2025).

Construction equipment required would include earth moving equipment, concrete trucks, and miscellaneous twin axel vehicles. As shown on **Table 5**, vibration levels 25 feet away from equipment ranges from 0.003 PPV to 0.21 PPV. Construction of the project would be located over 40 feet away from the historic buildings located on 7140 Pocket Road and 7250 Pocket Road and vibration levels would not reach 0.2 inches per second. As described in the FNAE prepared for the project, archaeological resources located within 25 feet of the project area would not experience physical destruction of or damage to all or part of the resource due to the construction of the project.

Excavation would be required for the installation of the trail access point lights and pedestrian beacons which may cause some vibration. In addition, while construction equipment would be required to build the project, the project would not include blasting, or other high vibration activities. Vibration impacts would be temporary and minimal and would not result in continuous vibration. Vibrations levels are not anticipated to be at the levels for typical roadway construction projects as described in **Table 5**. In addition, modern techniques and procedures would be implemented as described in the Caltrans Transportation and Construction Vibration Guidance Manual to further minimize any construction-related vibration (California Department of Transportation, 2020). Therefore, the project would result in a less than significant impact related to vibration at 0.2 PPV and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to noise that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to noise would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

PUBLIC SERVICES

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
11. PUBLIC SERVICES Would the project:			
A. Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?	☐	☐	☒

ENVIRONMENTAL SETTING

The City's Police Department operates within the city limits and has five police facilities throughout Sacramento. The closest police facility is located 3.2 miles northeast from the project area. The City's Fire Department services Sacramento and has 24 active stations located throughout the city of Sacramento. The nearest fire station is located 0.6 mile east from the project area.

The Sacramento City Unified School District provides 88 schools throughout a majority of the city; these schools include elementary schools, middle schools, high schools, charter schools, and adult schools. The closest schools are Camillia Waldorf School, which is adjacent to the project, Brookfield Private School, which is approximately 625 feet away from the project, and Genevieve F. Didion K-8 School located 0.2 mile east from the project area (Sacramento City Unified School District, 2022).

The Sacramento Public Library system includes 28 locations throughout the city. The closest library is the Robbie Waters Pocket Greenhaven Library located 1.2 miles southeast from the project area.

The City provides recreational services through 129 neighborhood parks, 56 community parks, 25 regional/citywide specialty parks, 14 open space areas, and 115 miles of shared-use paths. The project area includes Garcia Bend Park, Zacharias Park and North Point Way River Access, and Sump Station #132.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2040 General Plan on various public services. These include parks, police, fire protection, schools, libraries and emergency services (Chapter 4.12).

The Master EIR identified potential impacts on police (Impact 4.12-1), fire (Impacts 4.12-2 and 4.12-7), schools (Impact 4.12-3), libraries (Impact 4.12-4), recreational facilities (Impacts 4.12-5), and parks (Impact 4.12-6). The project is consistent with the plans and goals adopted by the City in its General Plan Public Facilities and Safety Element and the Youth, Parks, Recreation, and Open Space Element. Policies in the 2040 General Plan which are applicable to the project, include:

- PFS-1.1 Crime and Law Enforcement. The City shall continue to work cooperatively with the community, regional law enforcement agencies, local government agencies, and other entities to provide quality police service that protects the long-term health,
- PFS-1.5 CPTED Strategies. The City shall continue to promote Crime Prevention through Environmental Design (CPTED) strategies in the design of new developments, including the following:
    - Provision of adequate public lighting;
    - Windows overlooking streets and parking lots; and
    - The creation of paths to increase pedestrian activity within both private development projects and public facilities to enhance public safety.
- PFS-1.8 Fire Hazards. The City shall continue to require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Department to prevent and minimize fire risks to surrounding properties. The City shall continue to remove excessive/overgrown vegetation from City-owned property.
- PFS-1.9 Equipment, Facilities, and Staffing. The City shall locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.
- PFS-1.16 Development Review. The City shall continue to require new development projects to incorporate safety features and include the Sacramento Police Department (SPD) and the Sacramento Fire Department (SFD) in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.
- PFS-2.2 Critical Infrastructure. The City shall protect and maintain critical infrastructure such as emergency shelters, fire stations, police stations, emergency operations centers, communications networks, and other emergency service facilities and utilities to ensure

continuity of essential operations, including, but not limited to, uninterrupted public safety services during flooding, seismic, geologic, wildfire, and other hazards.

- PFS-2.3 Evacuation Routes. The City shall partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as I-5, I-80, Highway 50, and State Route 99 and work with local agencies to develop contingency plans for operations when these and other roads are inoperable due to flooding or wildfire.
- YPRO-1.1 Range of Experiences. The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.
- YPRO-1.3 Parkland Service Standard. The City shall evaluate, as needed, the equitable increase of public park acreage to serve the needs of the current and future residents with high-quality facilities. The City shall continue to strive to achieve a parkland service standard of 8.5 acres of parkland per 1,000 residents, which includes neighborhood parks, community parks, regional parks, open space, and parkways.
- YPRO-1.8 Non-Conventional Park Solutions. In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:
    - Publicly accessible, privately-owned open spaces and plazas;
    - Rooftop play courts and gardens;
    - Freeway underpass, utility corridor, and wide landscape medians;
    - Conversion of rails to rails with trails;
    - Pocket parks and pedestrian areas in the public right-of-way; and
    - The provision of neighborhood and community-serving recreational facilities in regional parks.
- YPRO-1.11 Enhancing Access to Parks. The City shall pursue strategies that increase community access to parks and recreational facilities, including the following:
    - Expanding joint-use agreements with schools and educational institutions;
    - Removing of physical barriers to access (e.g., fences); and
    - Providing a choice of legible and navigable routes to and from park areas through the installation of new or improved multi-use shared paths, wayfinding signage, and coordination with public transit.
- YPRO-1.13 Park Safety. The City shall continue to use Crime Prevention Through Environmental Design (CPTED) landscaping and lighting, and efforts that support the Park Ranger program, to ensure that parks and open spaces are designed and maintained with safety as a priority without compromising accessible and inclusionary design.

- YPRO-1.15 Path Connections. The City shall maintain existing and pursue new connections to local and regional shared-use paths, especially when connecting to public parkland.
- YPRO-1.16 River Parkways. The City shall collaborate with the Park Ranger program, the Sacramento County Department of Regional Parks and other agencies and organizations to secure funding to increase ranger patrols and maintain and enhance the American River and Sacramento River parkways and multi-use shared path corridors.
- YPRO-1.17 Waterway Recreation and Access. The City shall work with regional partners, State agencies, non-profit and community groups, private landowners, and land developers to manage, preserve, improve, and enhance use and access to the Sacramento and American River Parkways, urban waterways and riparian corridors to increase public access for active and passive recreation and habitat values.
- YPRO-1.18 Integrated Parks and Recreation System. The City shall continue to provide an integrated system of parks, open space areas, and recreational facilities that are safe, connect diverse communities, acknowledge neighborhood context, protect and provide access to nature, integrate with adjacent developments, and make efficient use of land and open space.
- YPRO-1.19 Sustainable Design. The City shall design and construct parks, public spaces, and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long-term use, and ease and cost of maintenance.
- YPRO-1.20 Climate-Resilient Design. The City shall ensure that the design of parks and open spaces balance climate-adaptive design, such as resilient landscaping in place of impervious surfaces, climate-adaptive tree canopy, shade structures, drinking fountains, and cooling amenities, such as water spray areas, that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.
- YPRO-1.21 Community Input. The City shall provide ongoing opportunities for public engagement and input into the parks and recreation planning process, including priorities for amenities, facilities, programming, and improvements.
- YPRO-1.23 Welcoming Amenities. In its parks and recreational facilities, the City shall incorporate amenities that invite the use of park facilities by all community members, including benches, accessible park paths and facilities, shaded seating, pathway lighting and restrooms that make it easier for older adults and families to enjoy the facilities.

Application of these policies would reduce all impacts in Chapter 4.12, Public Services and Recreation, in the Master EIR to a less than significant level.

The Pocket/Greenhaven Community Plan also includes applicable policies, including:

- PG-YPRO-1 River Parkway. Concurrent with the Sacramento River Parkway Project, the City shall explore ways to add accessible pedestrian entrances from adjacent neighborhoods to the shared-use path along the river, including by formalizing existing

informal access points, particularly focusing on residential areas that lack park access within a 10-minute walk.

- PG-YPRO-2 Parkways/Greenways. The City shall continue to improve and maintain the parkway/ greenbelt network and public open spaces, including removing fencing and gates and adding access points where feasible, and by exploring strategies to improve connections between greenways and to the Sacramento River Parkway.

The project would be consistent with the 2040 General Plan, Master EIR, and the Pocket/Greenhaven Community Plan.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact on public services with the implementation of mitigation measures. Mitigation included the creation of a Park Patrol Ranger program to patrol the Sacramento River Parkway trails. The City has since implemented this program and Park Safety Rangers now oversee the safety of the Sacramento River Parkway trails. The following mitigation measures were included to address potential public service impacts and are applicable to the project.

Mitigation Measure 6.9-2 Trail User Personal Safety

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.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?

No Additional Significant Environmental Effect. The project would not include residential development, and would not result in an increase in population; therefore, the project would not increase the demand for new schools or other governmental facilities. Construction of the project would not affect access to surrounding roads or emergency routes; however, temporary and intermittent lane closures may be required to install pedestrian crossing improvements. While these lane closures may result in a temporary slowdown to traffic, through traffic would be available at all times and roadways would be completely restored following project construction. During operation of the project, safety of the trail would be provided by the Park Safety Ranger, pursuant to mitigation from the 1997 Sacramento River Parkway Plan EIR. Therefore, the project would result in a less than significant impact related to public services and the project would not

result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to public services that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to public service would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

RECREATION

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
12. RECREATION Would the project:			
A. Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?	☐	☐	☒
B. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?	☐	☐	☒

ENVIRONMENTAL SETTING

The City provides recreational services through 129 neighborhood parks, 56 community parks, 25 regional/citywide specialty parks, 14 open space areas, and 115 miles of shared-use paths. The project area includes Garcia Bend Park, Zacharias Park and North Point Way River Access, and Sump Station #132.

STANDARDS OF SIGNIFICANCE

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

- cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.12 of the Master EIR considered the effects of new development from the 2040 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services.

The Master EIR identified potential impacts on parks or recreational facilities (Impact 4.12-5 and 4.12-6). The project is consistent with the plans and goals adopted by the City in its General Plan Youth, Parks, Recreation, and Open Space Element. Policies in the 2040 General Plan which are applicable to the project, include:

- YPRO-1.1 Range of Experiences. The City shall provide a range of parks and recreational facilities and strive to ensure an equitable distribution of high-quality facilities throughout Sacramento.

- YPRO-1.3 Parkland Service Standard. The City shall evaluate, as needed, the equitable increase of public park acreage to serve the needs of the current and future residents with high-quality facilities. The City shall continue to strive to achieve a parkland service standard of 8.5 acres of parkland per 1,000 residents, which includes neighborhood parks, community parks, regional parks, open space, and parkways.
- YPRO-1.8 Non-Conventional Park Solutions. In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:
    - Publicly accessible, privately-owned open spaces and plazas;
    - Rooftop play courts and gardens;
    - Freeway underpass, utility corridor, and wide landscape medians;
    - Conversion of rails to rails with trails;
    - Pocket parks and pedestrian areas in the public right-of-way; and
    - The provision of neighborhood and community-serving recreational facilities in regional parks.
- YPRO-1.11 Enhancing Access to Parks. The City shall pursue strategies that increase community access to parks and recreational facilities, including the following:
    - Expanding joint-use agreements with schools and educational institutions;
    - Removing of physical barriers to access (e.g., fences); and
    - Providing a choice of legible and navigable routes to and from park areas through the installation of new or improved multi-use shared paths, wayfinding signage, and coordination with public transit.
- YPRO-1.13 Park Safety. The City shall continue to use Crime Prevention Through Environmental Design (CPTED) landscaping and lighting, and efforts that support the Park Ranger program, to ensure that parks and open spaces are designed and maintained with safety as a priority without compromising accessible and inclusionary design.
- YPRO-1.15 Path Connections. The City shall maintain existing and pursue new connections to local and regional shared-use paths, especially when connecting to public parkland.
- YPRO-1.16 River Parkways. The City shall collaborate with the Park Ranger program, the Sacramento County Department of Regional Parks and other agencies and organizations to secure funding to increase ranger patrols and maintain and enhance the American River and Sacramento River parkways and multi-use shared path corridors.
- YPRO-1.17 Waterway Recreation and Access. The City shall work with regional partners, State agencies, non-profit and community groups, private landowners, and land developers to manage, preserve, improve, and enhance use and access to the

Sacramento and American River Parkways, urban waterways and riparian corridors to increase public access for active and passive recreation and habitat values.

- YPRO-1.18 Integrated Parks and Recreation System. The City shall continue to provide an integrated system of parks, open space areas, and recreational facilities that are safe, connect diverse communities, acknowledge neighborhood context, protect and provide access to nature, integrate with adjacent developments, and make efficient use of land and open space.
- YPRO-1.19 Sustainable Design. The City shall design and construct parks, public spaces, and recreational facilities for flexible use, energy/water efficiency, reduced greenhouse gas emissions and air pollution, adaptability for long-term use, and ease and cost of maintenance.
- YPRO-1.20 Climate-Resilient Design. The City shall ensure that the design of parks and open spaces balance climate-adaptive design, such as resilient landscaping in place of impervious surfaces, climate-adaptive tree canopy, shade structures, drinking fountains, and cooling amenities, such as water spray areas, that provide respite from higher temperatures to reduce urban heat islands and overexposure to heat.
- YPRO-1.21 Community Input. The City shall provide ongoing opportunities for public engagement and input into the parks and recreation planning process, including priorities for amenities, facilities, programming, and improvements.
- YPRO-1.23 Welcoming Amenities. In its parks and recreational facilities, the City shall incorporate amenities that invite the use of park facilities by all community members, including benches, accessible park paths and facilities, shaded seating, pathway lighting and restrooms that make it easier for older adults and families to enjoy the facilities.

Application of these policies would reduce all impacts in Chapter 4.12, Public Services and Recreation, in the Master EIR to a less than significant level.

The Pocket/Greenhaven Community Plan also includes applicable policies, including:

- PG-YPRO-1 River Parkway. Concurrent with the Sacramento River Parkway Project, the City shall explore ways to add accessible pedestrian entrances from adjacent neighborhoods to the shared-use path along the river, including by formalizing existing informal access points, particularly focusing on residential areas that lack park access within a 10-minute walk.
- PG-YPRO-2 Parkways/Greenways. The City shall continue to improve and maintain the parkway/ greenbelt network and public open spaces, including removing fencing and gates and adding access points where feasible, and by exploring strategies to improve connections between greenways and to the Sacramento River Parkway.

The project would be consistent with the 2040 General Plan, Master EIR, and the Pocket/Greenhaven Community Plan.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact on recreation since the plan includes the addition of a recreational trail that would enhance recreation opportunities along the Sacramento River.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?

No Additional Significant Environmental Effect. The project is part of a larger plan, the Parkway Plan, which would close a gap and construct a multi-use trail along the riverfront between Garcia Bend Park and Zacharias Park. The project is also included in the 2016 Bicycle Master Plan and construction of the project is included in the Pocket/Greenhaven Community Plan, a part of the City's 2040 General Plan. The project would require TCEs from two publicly owned and publicly accessible recreational facilities, Garcia Bend Park and Zacharias Park; however, during construction of the project, the portions of the parks that are not under a TCE would remain open to the public. Construction of the project would temporarily and intermittently result in increased noise, dust, and pollutants within the project area. The project would temporarily affect traffic circulation during the installation of pedestrian crossings at three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road, just south of Country River Way near the Pocket Canal, which may require temporary and intermittent detours; however, access to parks and recreational facilities would be maintained. Traffic circulation would be restored to normal after completion of project construction. Potential impacts on the recreational facilities within the project area are anticipated to be minimal and temporary. Operation of existing parks and recreational facilities would be maintained during construction. Following construction, TCEs on Garcia Bend Park and Zacharias Park would be removed and full access to the parks would be restored.

The project includes the addition of up to six access points (see **Figure 3**, Project Footprint). More people would be expected to use the existing sections of the Sacramento River Parkway since the project would increase through access and close a gap between multi-use trails. The condition of the existing recreational facilities (which will serve as access points to the existing segments of the Sacramento River Parkway) are not expected to deteriorate since multiple additional access points are proposed along the levee and the new users would be distributed between new and previously existing access points. Garcia Bend Park and Zacharias Park would be used as new access points to the trail. Existing facilities, such as the two parks and existing segments of the trail, are not anticipated to deteriorate as the facilities would be regularly maintained by the City. In addition, the anticipated increase in users would not require the expansion of facilities to accommodate users. Therefore, the project would result in a less than significant impact related to parks and recreational facilities and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?

No Additional Significant Environmental Effect. See discussion in response (a) above.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No additional impacts related to recreation that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to recreation would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

TRANSPORTATION AND CIRCULATION

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
13. TRANSPORTATION AND CIRCULATION Would the project:			
A. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☐	☒
B. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒
C. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒
D. Result in inadequate emergency access?	☐	☐	☒

ENVIRONMENTAL SETTING

The closest freeway to the project area is Interstate 5 located 0.4 mile east from the project area. Major Arterials within the Pocket Community, near the project area, include Riverside Boulevard, Pocket Road, and Gloria Drive. Existing segments of the Sacramento River Parkway Trail are located along the levee to the north and south of the project area, and the project would close the gap between these two sections.

STANDARDS OF SIGNIFICANCE

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. There are no existing thresholds for recreation projects, therefore, this section evaluated the project according to Section 15064.3 for transportation projects. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips, with one end within the project site. Based on current practices from the City, transportation impacts for CEQA purposes are considered significant if the proposed project would generate Household VMT per capita figures that exceed 85 percent of the regional average for Household VMT per capita, consistent with technical advisory guidance published by the Governor's Office of Planning and Research in 2018.

Several screening thresholds are used to quickly determine whether a project may be presumed to have a less than significant VMT impact without conducting a detailed project generated VMT analysis. For transportation projects, screening criteria includes (City of Sacramento, 2022):

- Transportation projects - absent substantial evidence indicating that a project would generate a potentially significant level of VMT, local transportation projects consistent with an adopted General Plan that analyzed VMT impacts would not require additional VMT analysis and would reference the General Plan EIR VMT impacts and mitigation measures.
    - Road Projects - absent substantial evidence indicating that a project would generate and/or induce a potentially significant level of VMT, or inconsistency with the regional Sustainable Communities Strategy (SCS), or inconsistency with the adopted General Plan, local road projects that do not increase automobile capacity such as rehabilitation and repair projects, safety projects, transit only lanes, installation or removal of traffic control devices, conversion of streets to two-way operation, installation of roundabouts, and lane reduction projects may be assumed to cause a less than significant transportation impact.
    - Transit Projects - absent substantial evidence indicating that a project would generate and/or induce a potentially significant level of VMT, passenger rail projects, bus rapid transit projects, and fixed-route bus projects with frequent service characteristics may be assumed to cause a less than significant transportation impact.
    - Active Transportation Projects - absent substantial evidence indicating that a project would generate and/or induce a potentially significant level of VMT, or inconsistency with the regional Sustainable Communities Strategy (SCS), or inconsistency with the adopted General Plan, active transportation projects that do not increase automobile capacity such as bicycle and pedestrian infrastructure projects may be assumed to cause a less than significant transportation impact.

Lastly, for purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the Master EIR:

Vehicle Miles Traveled

- Transportation projects not included in the General Plan would require a VMT assessment to determine project effect on induced travel and total VMT. Results would trigger a significant transportation impact if the project was determined to cause an increase in Total Citywide VMT when compared to horizon year Total Citywide VMT without the Project.

Transit

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable level;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR in Chapter 4.14. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components.

The Master EIR identified potential impacts on reducing passenger vehicle VMT per capita compared to the Citywide baseline by 16.8% (Impact 4.14-1), existing and planned public transit facilities or services or fail to adequately provide access to transit (Impact 4.14-2), and existing and planned bicycle and pedestrian facilities or fail to adequately provide access for bicycle and pedestrians (impact 4.14-3). The project is consistent with the plans and goals adopted by the City in its General Plan Land Use and Placemaking Element and Mobility Element. Policies in the 2040 General Plan which are applicable to the project, include:

- LUP-1.1 Compact Urban Footprint. The City shall promote a land- and resource-efficient development pattern and the placement of infrastructure to support efficient delivery of public services and conserve open space, reduce vehicle miles traveled, and improve air quality.
- M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.
- M-1.11 Increase Bicycling and Walking. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

- M-4.1 Application of Safety. The City shall design, plan, and operate streets using complete streets principles to ensure the safety and mobility of all users.
- M-4.3 Vision Zero. The City shall utilize a datadriven, “vision zero” approach to eliminate all traffic fatalities and severe injuries by 2027, while increasing safety, health, and equitable mobility for all.

Application of these policies would reduce all impacts in Chapter 14, Transportation, in the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact on local circulation insofar as the Parkway Plan has an emphasis on bicycle and pedestrian access.

The following policies related to circulation and access were included in the Parkway Plan:

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.

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.

In addition, the following mitigation measures were included to address potential impacts and are applicable to the project.

Mitigation Measure 6.9-1 Public Safety and Security of Private Property

1. Prior to construction of the off-street trail section between Captain's Table and the Pocket Canal, a secure source of funding for Safety Officer Patrols, including bicycle patrol shall be in place for the Parkway. The number of officers and response times shall be meet industry standards for similar recreational trails.
2. Prior to implementation of new portions of the trail or bikeway, the policies and mitigation measures of the recently adopted 2010 Bikeway Master Plan[1] shall be incorporated into the design. These policies include:
    a. 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)
    b. Recognize private property rights and the safety of bicyclists when locating off-street bikeways (Chapter 5, Page 9, 2010 Bikeways Master Plan).

Mitigation Measure 6.9.3 Trail User Exposure to Hazards

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

VMT was not evaluated within the 1997 Sacramento River Parkway EIR as this topic was not part of the CEQA Environmental Checklist at the time of analysis. CEQA Guidelines Section 15064.3, effective December 28, 2018, added the analysis of VMT to the CEQA process. Although the analysis of VMT was added to the CEQA Guidelines Section 15064.3 in 2018, under CEQA Guidelines Section 15007, amendments to the CEQA Guidelines are only applicable prospectively. A discussion of VMT has been incorporated, although it is not required in this Initial Study.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

No Additional Significant Environmental Effect. The project includes the addition of trail access points and construction of a multi-use trail along the top of the east levee of the

[1] This measure has been included word for word from the 1997 Sacramento River Parkway Plan EIR. The 2010 Bikeway Master Plan has since been superseded by the 2016 City Bicycle Master Plan. The 2016 Bikeway Master Plan has been reviewed and the project would be consistent with the goals presented in the plan.

Sacramento River, and pedestrian crossings on Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road, just south of Country River Way near the Pocket Canal. The project is needed to close part of the gap in the multi-use trail between Garcia Bend Park and Zacharias Park, and to establish trail connections via access points in the Pocket/Greenhaven neighborhood. The project is consistent with the plans and goals adopted by the City in its General Plan Mobility Element, including increasing bicycling and walking citywide, providing a continuous, low-stress bikeway network consisting of bicycling-friendly facilities, and prioritizing designs that strengthen the protection of people bicycling and walking (City of Sacramento, 2024). In addition, the project would implement mitigation measures included in the 1997 Sacramento River Parkway Plan EIR reducing impacts related to hazards.

The project would fall under the Active Transportation screening criteria described in the City's Traffic Impact Guidelines and projects that do not increase automobile capacity such as bicycle and pedestrian infrastructure projects may be assumed to cause a less than significant transportation impact (City of Sacramento, 2022).

The project would temporarily affect traffic circulation during the installation of pedestrian crossings at three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and Pocket Road, just south of Country River Way, which may require temporary and intermittent detours which would increase vehicle miles traveled (VMT). This increase would be negligible and traffic circulation and roadway accessibility would be restored to normal after completion of project construction. In addition, the project would construct safety features and pedestrian crossings which would not increase the capacity of surrounding roadways. Therefore, the project would result in a less than significant impact related to circulation system policies and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Additional Significant Environmental Effect. See discussion in response (a) above.

C. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Additional Significant Environmental Effect. The project includes the construction of the Sacramento River Parkway multi-use trail along the top of the east levee of the Sacramento River within the Pocket/Greenhaven neighborhood. The project would also include trail access points between Sleepy River Way and Zacharias Park and pedestrian improvements to three intersections at Ashore Way/Riverside Boulevard, Rivertree Way/Riverside Boulevard, and a new crosswalk across Pocket Road, just south of Country River Way. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal to connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The cycle track would not require changes to the bridge deck or substructure above the Pocket Canal, which is built to current design standards. Sidewalks on both sides would be maintained, but the sidewalk on the east side may need to be shifted or modified to accommodate the other proposed bike facility improvements. The sidewalk would still meet the current design standards and would not

introduce any hazardous design features. The multi-use trail would follow the existing alignment of the east levee, which does not contain any hazardous geometric design feature. The trail is intended for recreational uses, such as pedestrians, bicyclists, and maintenance and emergency vehicles. The pedestrian improvements are intended to be used by pedestrians and bicyclists. Additionally, the two-way cycle track is intended to be used by bicycles only. The trail, pedestrian intersection improvements, and two-way cycle track would be constructed in compliance with applicable design standards and would be compatible with the anticipated uses of the project features. Therefore, the project would result in a less than significant impact on hazards due to geometric design features or incompatible uses and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

D. Result in inadequate emergency access?

No Additional Significant Environmental Effect. The project area is not used as an emergency evacuation route (City of Sacramento, 2015). Following construction, the project area would be used by bicyclists and pedestrians. In the event of an emergency to a pedestrian or bicyclist on the multi-use trail, existing and/or proposed access points would be utilized for emergency vehicles. The addition of callboxes would be evaluated during the design phase for feasibility. At a minimum, signage with phone numbers for the police department and park rangers would be posted along the trail for trail users to contact in case of emergency. In addition, along the levee, the state and local flood control agencies have rights of access in case of an emergency involving the levee. The paved trail would also be used by these agencies to respond to emergencies. Therefore, the project would result in a less than significant impact on emergency access and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to transportation and circulation that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to transportation and circulation would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

TRIBAL CULTURAL RESOURCES

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
14. TRIBAL CULTURAL RESOURCES Would the project:			
A. Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:			
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒

The following discussion incorporates the results of the ASR, FNAE, and HRER that were prepared for the project (Far Western Anthropological Research Group, Inc, 2025a; Far Western Anthropological Research Group, Inc, 2025b; GPA Consulting, 2025; GPA Consulting & Far Western Anthropological Research Group, Inc, 2025).

ENVIRONMENTAL SETTING

The Plains Me-Wuk territory was located along the Sacramento River and includes much of the Sacramento River delta and adjacent plains, including the lower reaches of the Cosumnes and Mokelumne rivers and Dry Creek, a major tributary. Several early ethnographers recorded the boundary between the Plains Me-Wuk and their neighbors the Nisenan (Southern Maidu) to be the Cosumnes River itself, but more recent analyses suggest the whole drainage was held by the Me-Wuk. The Sierran Me-Wuk to the east and the Lake, Bay, and Coast Me-Wuk to the west, are affiliated with the Plains Me-Wuk due to related languages (Far Western Anthropological Research Group, Inc, 2025a).

Within 50 years of European contact, the Plains Me-Wuk population in the Sacramento vicinity was significantly reduced due to various factors. These included epidemics caused by diseases introduced by Europeans, conflicts between Native Americans and non-native groups, and the

impacts of Spanish and Mexican land grants and settlement in the Central Valley.

In the present day, there are several Native American tribes living on tribal lands east of Sacramento. Examples of federally recognized tribes include the United Auburn Indian Community of Auburn Rancheria and the Shingle Springs Rancheria (City of Sacramento, 2016).

The records search identified three previously recorded tribal cultural resources within the project area. The three previously recorded resources include two precontact sites and one TCL. The precontact site P-34-000069 (CA-SAC-42) has not been evaluated for listing the NRHP or CRHR but presumably would meet eligibility requirements under Criterion D should intact deposits be identified (Far Western Anthropological Research Group, Inc, 2025a). The precontact site P-34-005379 (CA-SAC-1276) and the TCL P-34-005225 were previously evaluated as eligible for listing in the NRHP/CRHR, with no record of SHPO concurrence (Far Western Anthropological Research Group, Inc, 2025a). All three resources are considered tribal cultural resources and are considered eligible for inclusion in the NRHP/CRHR for the purposes of this project only.

DATA SOURCES/METHODOLOGY

In accordance with Public Resource Code (PRC) section 21080.3.1 and 21082.3, also known as AB 52, the City is required to engage in consultation with tribes that have a traditional and cultural affiliation with the project area. This consultation is initiated upon formal notification and a response from the tribes requesting consultation. The consultation process is conducted in good faith and is considered concluded when the parties reach an agreement on measures to mitigate or avoid significant impacts on tribal cultural resources, or when it is determined that mutual agreement cannot be reached. Any agreed-upon mitigation measures during the consultation must be recommended for inclusion in the environmental document.

In response to the City's notification of the project to the United Auburn Indian Community of the Auburn Rancheria (UAIC), UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data.

NATIVE AMERICAN CONSULTATION

Four tribes have previously requested to be consulted for the purposes of AB 52, pursuant to PRC Section 21080.3.1. AB 52 notification letters were sent on June 28, 2022 to the UAIC, Wilton Rancheria, Shingle Springs Band of Miwok Indians, and Buena Vista Rancheria of Me-Wuk Indians of California. A response was received from the UAIC on July 1, 2022 requesting consultation pursuant to AB 52. The City has been regularly consulting with the UAIC on project updates and environmental documentation. On December 13, 2023, the UAIC requested to have tribal monitor present during the ground disturbing activities in areas determined to be potentially sensitive. The City acknowledged the request on December 13, 2023. No response was received from the Wilton Rancheria, Shingle Springs Band of Miwok Indians, and Buena Vista Rancheria

of Me-Wuk Indians of California as of August 8, 2024.

Consultation pursuant to Section 106 of the National Historic Preservation Act, was also conducted on behalf of Caltrans who is the NEPA lead agency. A request for a search of the Sacred Land Files and a list of interested Native American individuals or groups was sent to the Native American Heritage Commission on July 8, 2022. A response from the Commission was received on August 10, 2022 providing a list of interested parties to be contacted regarding the project. Section 106 notification letters were sent on behalf of Caltrans to nine Native American tribes were sent on April 24, 2024 with follow-up phone calls on May 13, 2024, to confirm the documents were received. Section 106 consultation was initiated with the following tribes:

- UAIC
- Wilton Rancheria
- Shingle Springs Band of Miwok Indians
- Buena Vista Rancheria of Me-Wuk Indians of California
- Chicken Ranch Rancheria of Me-Wuk Indians
- Ione Band of Miwok Indians
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Tsi Akim Maidu
- Yocha Dehe Wintun Nation

Yocha Dehe Wintun Nation responded on June 12, 2024 stating the project is not in their aborigional territories and declined to comment. Buena Vista Rancheria of Me-Wuk Indians of California, Chicken Ranch Rancheria of Me-Wuk Indians, and UAIC all requested project information to be forwarded to additional persons or to website portals. No other requests were made as of May 13, 2024. No responses were received from the Ione Band of Miwok Indians, Nashville Enterprise Miwok-Maidu-Nishinam Tribe, Shingle Springs Band of Miwok Indians, or Tsi Akim Maidu as of May 13, 2024.

REGULATORY SETTING

Federal

Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA. Compliance with Section 106 has been completed by Caltrans as the NEPA Lead Agency.

State

CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in PRC 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California

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

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

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

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

- cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.15 of the Master EIR considered the effects of new development from the 2040 General Plan on the City's Tribal Cultural Resources.

The Master EIR identified potential impacts on tribal cultural resources (Impact 4.15-1, 4.15-2, and 4.15-3). The project is consistent with the plans and goals adopted by the City in its General Plan Historic and Cultural Resources Element. Policies in the 2040 General Plan which are applicable to the project, include:

- HCR-1.6 Early Project Consultation. The City will continue to strive to minimize impacts to historic and cultural resources by consulting with property owners, land developers, tribal representatives, and the building industry early in the development review process as needed.

- HCR-1.14 Archaeological, Tribal, and Cultural Resources. The City shall continue to comply with federal and State regulations and best practices aimed at protecting and mitigating impacts to archaeological resources and the broader range of cultural resources as well as tribal cultural resources.
- HCR-1.15 Treatment of Native American Human Remains. The City shall treat Native American human remains with sensitivity and dignity and ensure compliance with the associated provisions of California Health and Safety Code and the California Public Resources Code. The City shall collaborate with the most likely descendants identified by the Native American Heritage Commission.
- HCR-1.17 Evaluation of Archeological Resources. The City shall work in good faith with interested communities to evaluate proposed development sites for the presence of sub-surface historic, archaeological, and tribal cultural resources that may be present at the site. These efforts may include the following:
    - Consideration of existing reports and studies,
    - Consultation with Native American tribes as required by State law
    - Appropriate site-specific investigative actions, and
    - Onsite monitoring during excavation if appropriate.
- HCR-A.8: Conditions for Resource Discovery. The City shall establish and implement procedures for the protection of historic, archaeological, and tribal cultural resources, consistent with the following:
    - In the event any materials, items, or artifacts are discovered during excavation at a project site that may have historic, archeological, or tribal cultural resources, the project proponent and/or contractors should cease all work in the vicinity of the discovery, notify the City's Preservation Director or Manager of Environmental Planning Services, and coordinate with the City to determine the appropriate response, including further efforts for discovery and treatment of potential resources.
    - In the event any human remains are discovered during excavation, the project proponent and/or contractors shall comply with state law, including notifying the Sacramento County Coroner and following all procedures required by state law, including notifying the Native American Heritage Commission in the event the remains are determined to be Native American in origin.

Application of these policies would help reduce the significance of impacts to these resources. However, because there is no feasible mitigation available to ensure the loss, damage or destruction of tribal cultural resources, the impact listed in Chapter 4.15, Tribal Cultural Resources, in the Master EIR remains significant and unavoidable.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact with mitigation incorporated on prehistoric,

historic, and cultural resources. The following mitigation measures are listed in the Cultural Resources Section above.

Mitigation Measure 6.8-1 Prehistoric Resources

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.

Mitigation Measure 6.8-2 Historic/Cultural Resources

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

ANSWERS TO THE CHECKLIST QUESTIONS

A. Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

I. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or

No Additional Significant Environmental Effect. On July 8, 2022, the consulting archaeologist submitted a records search request of the project area and a one-quarter mile buffer to two California Historical Records Information Centers: Northwest and North Central. A search of the sacred lands file was also completed by the Native American Heritage Commission on July 8, 2022. The three previously recorded resources include two precontact sites and one Tribal Cultural Landscape District were identified within the project area. The precontact site P-34-000069 (CA-SAC-42) has not been evaluated for listing the NRHP or CRHR but presumably would meet eligibility requirements under Criterion D should intact deposits be identified (Far Western Anthropological Research Group, Inc, 2025a). The precontact site P-34-005379 (CA-

SAC-1276) and the TCL P-34-005225 were previously evaluated as eligible for listing on the NRHP/CRHR, with no record of SHPO concurrence. The Native American Heritage Commission's file search confirmed there are known sacred lands within the project area. Through consultation with the tribes, three areas were identified within the project footprint to be potentially sensitive. UAIC requests to have a tribal monitor present during the ground disturbing activities in these areas. The City acknowledges UAIC's request and will have tribal monitors would be present during ground disturbing activities in areas determined to be potentially sensitive.

Improvements at Ashore Way/Riverside Boulevard would include a new pedestrian activated signal with high visibility crosswalk and curb extensions. Intersection improvements at Rivertree Way/Riverside Boulevard would include a new pedestrian activated signal with high visibility crosswalk and curb extensions and a new pedestrian crossing of Pocket Road would be installed just south of Country River Way. In addition, a two-way cycle track would be added along Pocket Road across the Pocket Canal which would connect the proposed Country River Way access point to the existing Pocket Canal Trail entrance. The majority of the new trail construction would require excavations of less than two feet in depth and would average six to eight inches depending on the quality of the sub-base. In some specific locations project features such as small retaining walls or light foundations, including pedestrian improvements, would require deeper excavation not to exceed five feet in depth.

Overall, the project area is previously disturbed or developed; therefore, it is unlikely that any existing archaeological resources would be present.

P-34-000069 (CA-SAC-42)

Project work with the potential to impact P-34-000069 (CA-SAC-42) would be limited to the crown of a segment of the Sacramento River East Levee and would not impact the potentially eligible character-defining traits of the site as designed. Construction impacts to the levee include temporary access, minor grading, and the construction of the trail. Vertical ground disturbance in this area would not exceed 12 inches below the current grade. The proposed permanent access point along Country River Way would include a ramp installed approximately 320 feet south of the resource.

No work would occur within the boundary of P-34-000069 (CA-SAC-42), but a horizontal ESA will be established for the length of the resource to include ESA fencing erected on either side of the levee pathway along the east and west edge of the Area of Direct Impact. A vertical ESA would ensure no work shall occur below depths of five feet to prevent damage to potential deposits under the levee prism. As described in the FNAE prepared for the project, the limited construction and excavation proposed for the levee segment adjacent to this resource would not damage or alter the character-defining features of the resource with the implementation of a horizontal and vertical ESA (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025). The project would not result in a substantial impact to the significance of a tribal cultural resource as the cultural value to a California Native American tribe would not change with implementation of the project.

P-34-005225

Resource P-34-005225 is a TCL which encompasses the entire project area and includes both state-owned and private property. The levee and surrounding infrastructure have experienced multiple episodes of development and maintenance activities. Ultimately, portions of the potential historic resource have been subjected to some form of disturbance and destruction, change in physical features and use, as well as visual impediments; however, the majority of the remaining landscape features within the narrow APE corridor, adjacent to the existing levee, appear intact.

Project work with the potential to impact P-34-005225 would primarily be limited to the crown of a segment of the Sacramento River East Levee that extend along the entire length of the project area and would not impact the character-defining traits of the resource, which are mainly plants and animals. No elements of the resource would be affected by the project activities. The broader setting of the property has already been altered by the construction of the levee and urban development. As described in the FNAE prepared for the project, the project would not construct substantial alterations that would compromise the resource's integrity (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025). In addition, the limited construction and excavations proposed for the levee segment and existing developed urban areas would not damage or alter the character-defining features of the resource. The project would not result in a substantial impact to the significance of a tribal cultural resource as the cultural value to a California Native American tribe would not change with implementation of the project.

P-34-005379 (CA-SAC-1276)

Project work with the potential to affect P-34-005379 (CA-SAC-1276) would be limited to the crown of a segment of the Sacramento River East Levee that extends above the portion of the recorded site deposit and would not impact the potentially eligible character-defining traits of the site. Resource P-34-005379 (CA-SAC-1276) has been identified at depths between 17.5 and 20 feet below the surface, beneath the Sacramento River East Levee, approximately 255 feet north from the intersection of Riverton Way and Clipper Way. Construction impacts to the levee include temporary access, minor grading, and the construction of the trail. Vertical ground disturbance in this area would not exceed 12 inches below current grade. The proposed permanent access point along Clipper Way would include a ramp approximately 320 feet southeast/east of the resource.

Potential archaeological deposits and features would be avoided by limiting project work to above the established site boundaries and restricting construction to the existing engineered levee structure at this location. Ground disturbance for this undertaking would not exceed two feet below the surface within this resource. A vertical ESA will be established for the length of the resource boundary from 225–300 feet north of the intersection of Riverton Way and Clipper Way. Impacts must be limited to 10 feet below the surface within the vertical ESA. As described in the FNAE prepared for the project, the limited construction and excavations proposed for the levee segment adjacent to the site would not damage or alter the character-defining features of the resource with the implementation of a horizontal and vertical ESA (GPA Consulting & Far Western Anthropological Research Group, Inc, 2025). The project would not result in a substantial impact to the significance of a tribal cultural resource as the cultural value to a California Native American tribe would not change with implementation of the project.

All Resources

The ASR and ESA Action Plan includes avoidance and minimization measures to further protect tribal cultural resources; however, the project would not result in new or increased potentially significant impacts to tribal cultural resources with or without the inclusion of these measures. No new mitigation measures to prevent potential impacts related to tribal cultural resources are identified in the ASR or ESA Action Plan. Additionally, the project would implement mitigation measures included in the 1997 Sacramento River Parkway Plan EIR which would require a qualified archaeologist to monitor all subsurface excavations during construction and stopping all work if subsurface archaeological or historical remains are discovered during excavation or construction of the project. Therefore, the project would result in a less than significant impact on tribal cultural resources.

II. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Additional Significant Environmental Effect. See discussion in response (A.I) above.

MITIGATION MEASURES

No additional mitigation is required.

FINDINGS

No additional impacts related to tribal cultural resources that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to tribal cultural resources would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

UTILITIES AND SERVICE SYSTEMS

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
15. UTILITIES AND SERVICE SYSTEMS Would the project:			
A. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?	☐	☐	☒
B. Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?	☐	☐	☒

ENVIRONMENTAL SETTING

Utility services provided for the surrounding area include gas, electricity, water, sewer, and telecommunication. PG&E provides gas services, SMUD provides electricity through overhead lines, the City provides water and wastewater collection services, SRCSD provides wastewater discharge treatment, and AT&T and Comcast provide telecommunications services to the surrounding area.

The City has three approved certified construction and demolition debris sorting facilities which includes Florin-Perkins Public Disposal, L&D Landfill, and Sierra Waste. In addition, the County has two approved landfill facilities, L&D Landfill and Kiefer Landfill. All three debris sorting facilities are located approximately eight miles east of the project area. Kiefer Landfill is located 18 miles east of the project area. Florin-Perkins Public Disposal is a processing facility with a maximum processing capacity of 1,000 tons per day (CalRecycle, n.d.). L&D Landfill is a processing facility and landfill with a maximum processing capacity of 4,125 tons a day and a remaining capacity of 3,115,900 tons in the landfill (CalRecycle, 2020). Sierra Waste is a processing facility with a maximum processing capacity of 1,000 tons a day (CalRecycle, n.d.). Kiefer Landfill has a remaining capacity of 112,900,000 tons (CalRecycle, 2005).

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, or school facilities beyond what was anticipated in the 2040 General Plan:

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

SUMMARY OF ANALYSIS UNDER THE 2040 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2040 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications.

The Master EIR identified potential impacts on an increase demand for potable water (Impact 4.13-1 and 4.13-6), water supply facilities meeting water supply demand (Impact 4.13-2 and 4.13-3), the construction of new utilities or the expansion of existing utilities (Impact 4.13-4 and 4.13-7), and the construction of new solid waste facilities or the expansion of existing facilities (Impact 4.13-5 and 4.13-8). The project is consistent with the plans and goals adopted by the City in its General Plan Public Facilities and Safety Element. Policies in the 2040 General Plan which are applicable to the project, include:

- PFS-5.1 Solid Waste Reduction. The City shall reduce the amount of solid waste that is disposed in landfills by promoting source reduction and recycling throughout Sacramento and by expanding the range of programs and information available to local residents and businesses, consistent with State requirements.
- PFS-5.3 Mixed and Organic Recycling. The City shall increase waste diversion by requiring participation in mixed recycling and organic recycling programs, including through implementation of Climate Action and Adaptation Plan (CAAP) Measure W-1 for organic waste reduction.
- PFS-5.5 Recycled Materials in New Construction. The City shall encourage the use of recycled materials in new construction. Methods shall include promoting the availability of materials at Certified Construction and Demolition (C&D) Debris Sorting Facilities and the reuse store at the Sacramento Recycling and Transfer Station.

Application of these policies would reduce all impacts in Chapter 4.13, Public Utilities, in the Master EIR to a less than significant level. The project would be consistent with the 2040 General Plan and the Master EIR.

SUMMARY OF ANALYSIS UNDER THE 1997 SACRAMENTO RIVER PARKWAY PLAN EIR

The 1997 Sacramento River Parkway Plan EIR determined that implementation of the Parkway Plan would result in a less than significant impact related to utilities and service systems.

ANSWERS TO THE CHECKLIST QUESTIONS

A. Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?

No Additional Significant Environmental Effect. Construction would produce solid waste and debris. There are three certified construction and demolition debris sorting facilities and two landfills that service the project area. All facilities have the capacity to handle waste produced from construction. At this time, no utility relocations are anticipated; however, if they are determined necessary during final design they would be coordinated with individual utility owners. If any utility relocations are necessary, they would be relocated within the proposed project area and require temporary and intermittent energy disruption within the area. Operation of the project

would require utility tie-in for pedestrian signal beacons; however, utility usage is not anticipated to cause a strain on the city's existing infrastructure. The project would not include residential development, would not result in an increase in population; thus, the project would not increase the demand for new utility facilities. Therefore, the project would result in a less than significant impact related to utilities and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?

No Additional Significant Environmental Effect. See discussion in response (a) above.

MITIGATION MEASURES

No mitigation is required.

FINDINGS

No additional impacts related to utilities and service systems that were not addressed or mitigated in the 1997 Sacramento River Parkway Plan EIR were identified. In addition, no additional significant environmental impact related to utilities and service systems would result from the project, no new additional mitigation measures or alternatives would be required, and the project is within the scope of the 1997 Sacramento River Parkway Plan EIR.

The project is within the scope of the City's 2040 General Plan Master EIR and the applicable policies and is consistent with CEQA Guidelines Section 15177.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect Will Be Studied in the EIR	Effect Can Be Mitigated to Less Than Significant	No Additional Significant Environmental Effect
16. MANDATORY FINDINGS OF SIGNIFICANCE Would the project:			
A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife po6pulation to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒

ANSWERS TO THE CHECKLIST QUESTIONS

A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Additional Significant Environmental Effect. As discussed in the *Biological Resources* and *Cultural Resources* sections of this Initial Study and the 1997 Sacramento River Parkway Plan EIR, the project would not substantially degrade the quality of the environment. Measures from the 1997 Sacramento River Parkway Plan EIR would be implemented to reduce impacts on biological resources and cultural resources. The NES, ASR, FOE, and ESA Action Plan includes avoidance and minimization measures to further protect biological, archaeological, cultural, and tribal cultural resources; however, the project would not result in new or increased potentially

significant impacts with or without the inclusion of these measures. No new mitigation measures to prevent potential impacts related to biological and cultural resources are identified in the NES, ASR, FOE, or ESA Action Plan. Therefore, the project would result in a less than significant impact on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No Additional Significant Environmental Effect. According to 14 CCR § 15355, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact when added to other closely related past, present, and reasonably foreseeable future projects. The 1997 Sacramento River Parkway Plan EIR analyzed the cumulative impacts of all Parkway Plan projects. The project was part of a trail segment included in the Parkway Plan and was found to have a negligible cumulative impact. Current projects within two miles of the project area are listed in **Table 6**.

Table 6 Projects Within Two Miles of the Project Area

Project Title	Project Description	Distance from Project Area	Project Schedule
Del Rio Trail Project	The project would include the construction of a 4.8-mile multi-use trail.	1.9 mile east of the project	Under construction.
Sacramento River East Levee Improvements element of the LAP	The project would include restoring the structural stability of the Sacramento River levee and maintain public safety.	0 miles from the project	Under construction.
I-5 at Pocket Road (03-0N820) Project	The project would include the rehabilitation of the northbound section of roadway in Sacramento County on I 5 at post mile 16.147.	1.6 mile east of the project	Construction timing is currently unknown.
Traffic Signal Safety Project (T15215000)	The project would include the addition of traffic signals, pedestrian signals, or rectangular	1.6 mile east of the project	Construction timing is currently unknown.

	flashing beacons at nine intersections.		
Pocket Rd Sidewalk and Signalized Rt-Turn Project	This project would include relocating the existing free-right turn to the existing signalized intersection. The project would also construct curb and gutter, curb ramps, sidewalk, and various electrical items.	0.4 mile north of the project	Construction timing is currently unknown.
Wrong Way Driver Prevention Safety Improvements Project	This project would include restriping existing crosswalks to a ladder type pattern, roadside signs would be upgraded or installed, and Red Reflective Pavement Markers or L-2 markers would be placed at 121 locations on the pavement on off-ramps located throughout the project limits.	0.4 mile north of the project	Construction timing is currently unknown.

Source: (California Governor's Office of Planning and Research, 2025; City of Sacramento, n.d.; U.S. Army Corps of Engineers, n.d.)

Construction of I-5 at Pocket Road (03-0N820) Project, Traffic Signal Safety Project (T15215000), Pocket Rd Sidewalk and Signalized Rt-Turn Project, and Wrong Way Driver Prevention Safety Improvements Project may occur at the same time as the project. All projects would result in temporary impacts related to air quality, noise, and traffic; however, these would be short-term. The project would not result in impacts which would be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project. In addition, the Del Rio Trail Project and the Sacramento River East Levee Improvements element of the LAP are anticipated to finish prior to the start of the project. Therefore, the project would result in a less than significant impacts and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Additional Significant Environmental Effect. No direct or indirect adverse effects were identified in this Initial Study or previously in the 1997 Sacramento River Parkway Plan EIR. Measures from the 1997 Sacramento River Parkway Plan EIR would be implemented to reduce impacts on biological resources and cultural resources. The NES, ASR, and ESA Action Plan includes avoidance and minimization measures to further protect biological, archaeological,

cultural, and tribal cultural resources; however, the project would not result in new or increased potentially significant impacts with or without the inclusion of these measures. No new mitigation measures to prevent potential impacts related to biological and cultural resources are identified in the NES, ASR, FOE, or ESA Action Plan. Therefore, the project would result in a less than significant impact on the environment and the project would not result in effects more severe than what was evaluated in the 1997 Sacramento River Parkway Plan EIR.

SECTION IV – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Recreation
☐ Agricultural Resources	☐ Hazards	☐ Transportation and Circulation
☒ Air Quality	☒ Hydrology and Water Quality	☐ Tribal Cultural Resources
☒ Biological Resources	☐ Land Use	☐ Utilities and Service Systems
☒ Cultural Resources	☒ Noise	☐ Wildfire
☐ Energy	☐ Public Services	☐ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population & Housing	

SECTION V – DETERMINATION

On the basis of the Initial Study:

The City previously prepared and certified the 1997 Sacramento River Parkway Plan EIR (SCH# 93-10216, certified by Resolution No. 97-590) which considered the environmental effects of a riverfront trail along the Sacramento River levee in the city of Sacramento. The proposed trail segment was included in the analysis in the 1997 Sacramento River Parkway Plan EIR. The trail segment for this project has the same alignment and general cross section as the trail segment analyzed in the 1997 Sacramento River Parkway Plan EIR. No new or substantially more intense or severe significant environmental impacts or potentially significant environmental impacts would result from the proposed trail segment.

Based on the 2025 Initial Study for the project, none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a Subsequent EIR or Supplemental EIR have been identified. In summary, the proposed project would not:

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

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

Signature Date

Printed Name

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