City of
SACRAMENTO

DEPARTMENT OF YOUTH, PARKS, AND COMMUNITY ENRICHMENT

915 I Street
3rd Floor
Sacramento, California 9581

ENVIRONMENTAL PLANNING SERVICES

MITIGATED NEGATIVE DECLARATION

The City of Sacramento Community Development Department, a municipal corporation, does hereby prepare, declare, and publish this Mitigated Negative Declaration for the following described project:

Sutter's Landing ADA River Access Trail Project (L19913000) involves the construction of an Americans with Disabilities Act (ADA) pedestrian access trail from the Sutters Landing Park parking lot to the Sutter's Landing Beach in the City of Sacramento (City), California.

The purpose of the Sutter's Landing ADA River Access Trail Project (Project) is to provide safe access to Sutter's Landing Beach for recreational users of all ages and abilities. The proposed Project also includes restoration and habitat enhancement of approximately 5 acres directly adjacent to Sutter's Landing Beach.

As the Lead Agency, the City has reviewed the proposed Project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the Project, with mitigation measures as identified in the attached Initial Study, will have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report (EIR) is not required pursuant to the Environmental Quality Act of 1970 (Sections 21000, et seq., Public Resources Code of the State of California).

This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA [Public Resources Code Sections 21000 et seq.]), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations), the Sacramento Local Environmental Regulations (Resolution 91–892) adopted by the City, and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed or obtained at the City of Sacramento, Department of Youth, Parks, and Community Enrichment, 300 Richards Boulevard, Third Floor, Sacramento, California 95811 from 9:00 a.m. to 4:00 p.m. (or 8:00 a.m. to 5:00 p.m. with prior arrangement). This document is also available on the City's EIR Webpage at:
http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

Environmental Services Manager, City of Sacramento, California, a municipal corporation

By: Scott Johnson

Date: _____

City of
SACRAMENTO

FINAL INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

SUTTER'S LANDING PARK ADA RIVER ACCESS TRAIL PROJECT

CITY OF SACRAMENTO, CALIFORNIA

APRIL 2026

DRAFT INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

SUTTER'S LANDING PARK ADA RIVER ACCESS TRAIL PROJECT

CITY OF SACRAMENTO, CALIFORNIA

SUBMITTED TO:
CITY OF SACRAMENTO
DEPARTMENT OF YOUTH, PARKS, AND COMMUNITY ENRICHMENT
915 I STREET, 3RD FLOOR
SACRAMENTO, CA 95811

PREPARED BY:
DOKKEN ENGINEERING
110 BLUE RAVINE ROAD, SUITE 200
FOLSOM, CA 95630

PROJECT NO. L19913000

APRIL 2026

LIST OF ABBREVIATIONS

AB	Assembly Bill
ADA	Americans With Disabilities
AFV	Alternative Fuel Vehicles
A-OS-PC-SPD	Agricultural Open Space Zone
APE	Area of Potential Effects
ARP-F-SPD	American River Parkway-Floodplain
ARPP	American River Parkway Plan
BACT	Best Available Control Technology
BFEs	Base Flood Elevations
BMPs	Best Management Practices
BSA	Biological Study Area
CAA	Clean Air Act
CAAP	Climate Action & Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBSC	California Building Standards Commission
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCV	Steelhead–California Central Valley
CDFW	California Department of Fish and Wildlife
CDTSC	California Department of Toxic Substances Control
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFG	California Fish and Game
CFR	Code of Federal Regulation
CGS	California Geologic Survey
CGP	Construction General Permit
CHSC	California Health and Safety Code Section
CH_4	Methane

City	City of Sacramento
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CVSR	Chinook salmon–Central Valley Spring-Run
dBA	Decibel A-weighted
dbh	Diameter at Breast Height
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances
DWR's	California Department of Water Resources
EDR	Environmental Data Resources
EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
EP	Energy Policy
EPA	Environmental Protection Agency
°F	Fahrenheit
FESA	Federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FRAP	Fire and Resources Assessment Program
GHG	Greenhouse gases
HCR	Historic and Cultural Resources
HMTA	Hazardous Materials Transport Act
HOV	High-occupancy Vehicle
HSAA	Hazardous Substance Account Act
H_2S	Hydrogen Sulfide
HWMP	Hazardous Waste Management Plan
HWY	Highway
I-80 BL	Interstate 80 Business Loop
IPaC	Information for Planning and Consultation
IS	Initial Study
Leq	Equivalent Continuous Sound Level

LHMP	2021 Local Hazard Mitigation Plan
LUST	Leaking Underground Storage Tank
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MS4	Municipal Separate Storm Sewer Systems
MT CO_2e	Metric Tons Carbon Dioxide Equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
N_2O	Nitrous oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
NOA	Naturally Occurring Asbestos
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NWPT	Northwestern Pond Turtle
O_3	Ozone
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
ORVS	Outstanding Remarkable Values
Parkway	American River Parkway
PCBs	Polychlorinated Biphenyls
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
ppb	Parts per Billion
ppm	Parts per Million
PRC	Public Resources Code
Project	Sutter's Landing Park ADA River Access Trail Project
RCEM	Roadway Construction Emissions Model

RCRA	Resource Conservation and Recovery Act
Recs	Recognized Environmental Conditions
ROG	Reactive organic compounds
RSD	Robla School District
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreements
SACOG	Sacramento Area Council of Governments
SARA	Superfund Amendments and Reauthorization Act
SASD	Sacramento Area Sewer District
SB	Senate Bill
SCEMD	The Sacramento County Environmental Management Department
SFD	Sacramento Fire Department
SFNA	Sacramento Federal Nonattainment Area
SF6	Sulfur hexafluoride
SHL	State Historic Landmark
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMUD	Sacramento Municipal Utility District
SO_2	Sulfur Dioxide
SPCCP	Spill Prevention, Control, and Countermeasure Program
SR	State Route
SRA	State Responsibility Area
SRCSD	Sacramento Regional County Sanitation District
SRFCP	Sacramento River Flood Control Project
SRWR	Chinook salmon–Sacramento River Winter-Run
SVAB	Sacramento Valley Air Basin
SW/HM	Solid Waste and Hazardous Management
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TCRs	Tribal Cultural Resources
TMDLs	Total Maximum Daily Loads
TRUSD	Twin Rivers Unified School District

UAIC	United Auburn Indian Community
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
Vdb	Vibration Decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle miles traveled
WDRs	Waste Discharge Requirements
WOTUS	Waters of the United States
WSR	Wild and Scenic Rivers
WTP	Water Treatment Plant
WWTP	Wastewater Treatment Plant

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

APPENDICES

City of SACRAMENTO

SUTTER'S LANDING PARK ADA RIVER ACCESS TRAIL PROJECT (L19913000)

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This Initial Study has been prepared by the City of Sacramento (City), Department of Youth, Parks, and Community Enrichment, 300 Richards Boulevard, 3rd Floor, Sacramento, California 95811, pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 *et seq.*), CEQA Guidelines (Title 14, 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 Master Environmental Impact Report (EIR) for the 2040 General Plan.

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.

APPENDICES: Appends technical information that was referenced as attached in the preparation of the Initial Study.

Section I - Background

CEQA Review

Project Name and File Number: Sutter's Landing Park ADA River Access Trail Project (L19913000) (Project)

Project Location: 28th and B Street Skate Park, Sutter's Landing Beach, and Sutter's Landing Trail
Sacramento, California 95816
APN: 003-0010-001-0000

Project Applicant: City of Sacramento
Department of Youth, Parks, and Community Enrichment
915 I Street, 3rd Floor
Sacramento, California 95811

Project Manager: Tin-Wah Wong, Associate Landscape Architect
Department of Youth, Parks, and Community Enrichment
Landscape Architecture Section
City of Sacramento
915 I Street, 3rd Floor
Sacramento, California 95811

Environmental Planner: Charles Tschudin, Senior Planner
Community Development Department
City of Sacramento
915 I Street, 3rd Floor
Sacramento, California 95811

Date Initial Study Completed: October 2025

This Initial Study was prepared in accordance with CEQA (Public Resources Code Sections 1500 et seq.). The Lead Agency is the City.

This improvement was previously evaluated through multiple City planning and environmental review actions, including the 2003 Sutter's Landing Regional Park Master Plan, the 2008 Sutter's Landing Regional Park Phase 1 Improvements Project Mitigated Negative Declaration, and the 2025 Sutter's Landing Regional Park Site Amenities Plan Update. The Site Amenities Plan Update was also analyzed within the scope of the 2040 City of Sacramento General Plan Master Environmental Impact Report (City of Sacramento 2024a), as discussed further below, which evaluated park improvements and associated supporting infrastructure at Sutter's Landing Regional Park, including pedestrian circulation, accessibility upgrades, and river access features. As such, construction of the ADA-compliant river access trail represents implementation of previously studied plans and does not constitute a new or expanded park use beyond what has been previously analyzed under CEQA.

The City Department of Youth, Parks, and Community Enrichment, has reviewed the proposed Project and, on the basis of the whole record before it, has determined that the proposed Project is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities

of use for the Project site as set forth in the 2040 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2040 General Plan Master EIR to determine their adequacy for the Project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional Project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the Project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)) Policies included in the 2040 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2040 General Plan. The mitigation monitoring plan for the 2040 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistently with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2024-0065. The resolution is available at http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports.aspx.

This analysis incorporates by reference portions of the 2040 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento's web site at:

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

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for public review for a 30-day period from November 26, 2025, through December 31, 2025, in accordance with the requirements of the California Environmental Quality Act (CEQA). This Final IS/MND incorporates revisions made in response to comments received during the public review period. All changes to the Draft IS/MND are identified using track changes for ease of reference. Responses to public comments are included in Appendix C of the Final IS/MND.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to:

Charles Tschudin, Senior Planner
Department of Youth, Parks, and Community Enrichment
City of Sacramento
915 I Street, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-8145
ctschudin@cityofsacramento.org

Project Setting

The project is located within Sutter's Landing Regional Park and the adjacent American River Parkway. Sutter's Landing Regional Park is located at the site of Sacramento's oldest landfill. The

landfill was first identified as the site of a future regional park in the City's 1984 Master Plan for Park Facilities and Recreational Services.
In November 1995, the City Council changed the zoning designation for the landfill and adopted a Preliminary Master Plan (City of Sacramento Parks and Recreation Department 2005) for Sutter's Landing Park. This Preliminary Master Plan identified areas for open space and grassland, vista points, multiple sports courts, a children's play area, an interpretive center, car-top boat launch at the American River, parking lots, restrooms, and a park operations area. The Sutter's Landing Regional Park Master Plan was approved by City Council on December 9, 2003, as a conceptual plan with no specific implementation projects.

Phase 1 improvements, including a skate park within the Baler Building, a dog park, additional passive recreation, a concession/restroom and ranger station, shade structures, container trees, surface parking lot, natural areas on "The Mound," a river access trail for pedestrian access and "hand portaging small boats to the river," and a protected mitigation area called "the triangle" on the east side of the railroad tracks, were later analyzed in a Sutter's Landing Regional Park Phase I Improvements project Mitigated Negative Declaration in 2008 (City of Sacramento 2008a).

In 2025, the City updated the Site Amenities Plan for the Park. The updated plan divided the Park into 3 primary use areas, concentrating high-intensity uses in the center of the park to support active recreational uses, while the other two use areas were designated for more passive and nature-oriented recreation, environmental education, and low-impact recreational use. It recognized existing recreation and utility uses and features within the park, including a U.S. Army Corps of Engineers (USACE) and California Department of Transportation (Caltrans) temporary staging area to the east with staging and egress activities, the 28th & B Street Skate Park, City Corporation Yard, a restroom building, bocce ball courts, basketball courts, parking lot, shade shelter, dog park, two flare stations, a mural, trails, and parking lot. It also recognized planned development, "consistent with the 2003 Phase 1 site plan and Mitigated Negative Declaration," to include a ranger station/concession building and the current project - an ADA-accessible trail. The City prepared an Initial Study for the 2025 update to the Site Amenities Plan, which is available here: **https://ceqanet.lci.ca.gov/Project/2019012048** and is incorporated by reference in this IS/MND.

Section II - Project Description

INTRODUCTION

This section of the IS/MND provides the project location and description of the Sutter's Landing Park ADA River Access Trail Project (Project).

PROJECT LOCATION

The Project site is in the City of Sacramento, California within the North Sacramento Community Plan Area, approximately 0.25 miles north of Interstate 80 Business Loop (I-80 BL) and approximately 0.78 miles south of State Route (SR) 160 (**Figure 1. Project Vicinity**). The Project site is situated south of the American River and is bound by Two Rivers/Sutter's Landing Trail to the south and northwest of Sutter's Landing Regional Park accessible by 28th Street (**Figures 2a and 2b. Project Location**).

SURROUNDING LAND USES

The 2040 General Plan identifies a portion of the land use designation within the Project area as Parks and Recreation with the rest undefined (**Figure 3. General Plan Land Use Designation).** The Project is zoned as Agricultural Open Space Zone (A-OS-PC-SPD), American River Parkway-Floodplain Zone (ARP-F) and American River Parkway-Floodplain Zone (ARP-F-SPD) (**Figure 4a. Zoning Designations**). The Project area is also identified as a "Protected Area" in the American River Parkway Plan (see Figure 3).

Project Description

The City proposes to construct an ADA-compliant pedestrian river access trail to Sutter's Landing Beach in Sacramento, California. The river access trail is a long-planned park circulation and access improvement intended to support public use of existing and planned park amenities.

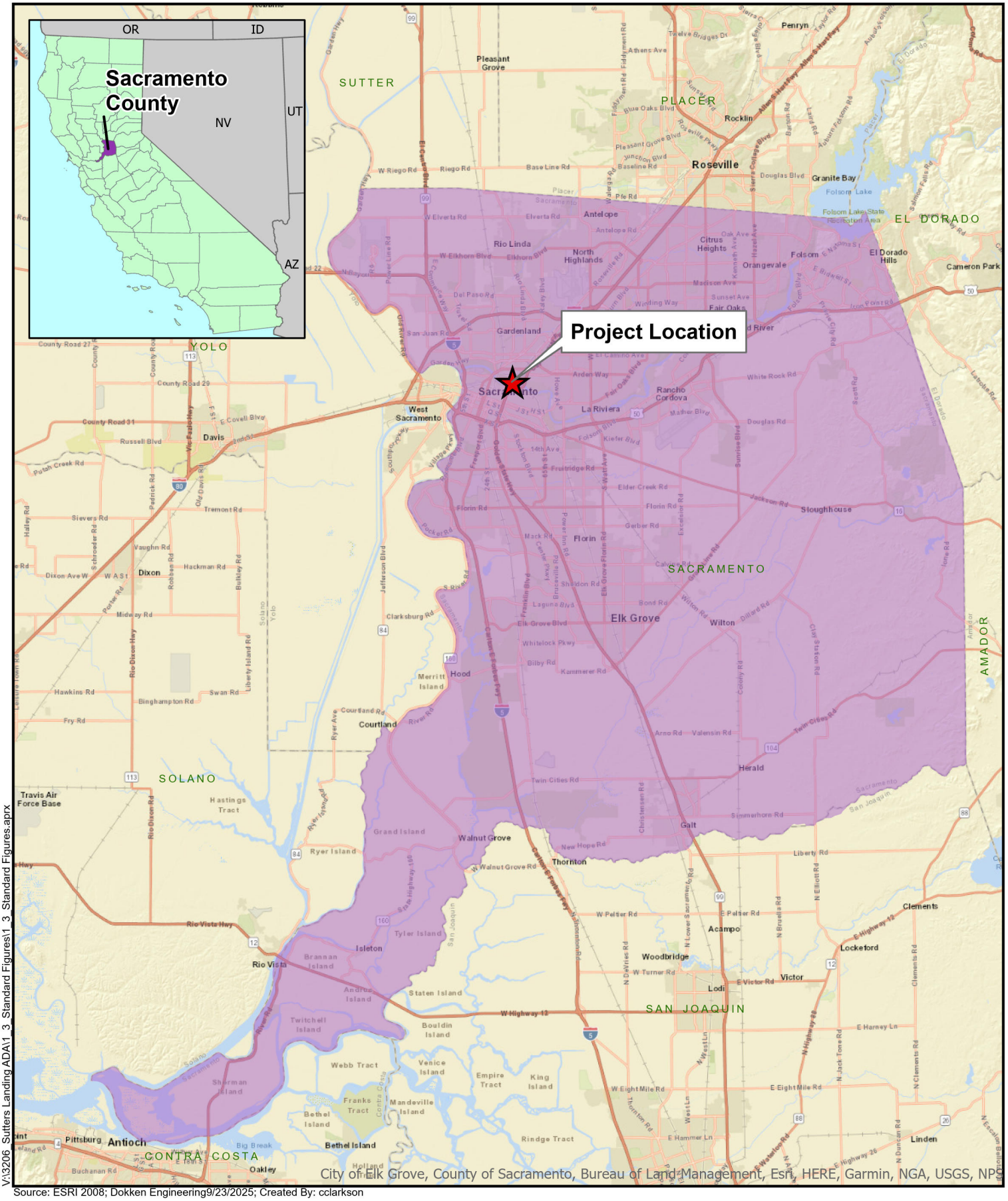
In addition to the ADA-compliant access trail, the proposed Project includes restoration and habitat enhancement of approximately 5 acres of riparian and grassland habitat immediately adjacent to Sutter's Landing Beach.

Purpose and Need

The purpose of the proposed Project is to provide safe, accessible, and ADA-compliant pedestrian access to Sutter's Landing Beach for recreational users of all ages and abilities, and protects natural resources by formalizing existing pedestrian routes, closing social trails, and removing invasive species.

Project Features

The project consists of a set of concrete stairs down the face of the levee together with two ADA-compliant concrete trails located to the east and west of the stairs. The trails and the stairs converge at a concrete landing at the base of the levee where trash cans and safety vests will be available. A single concrete trail will continue north toward the river, providing access to two concrete pads that will support picnic tables. The concrete path will end at the entrance to the beach, at which point accessible mats will be installed/removed seasonally to provide access to the river's edge. The trail to the water's edge will be installed in a location selected to minimize impacts to large trees and sensitive riparian vegetation. The concrete trails will be 8 feet wide and designed to accommodate pedestrians only (**Figure 5. Project Features**).



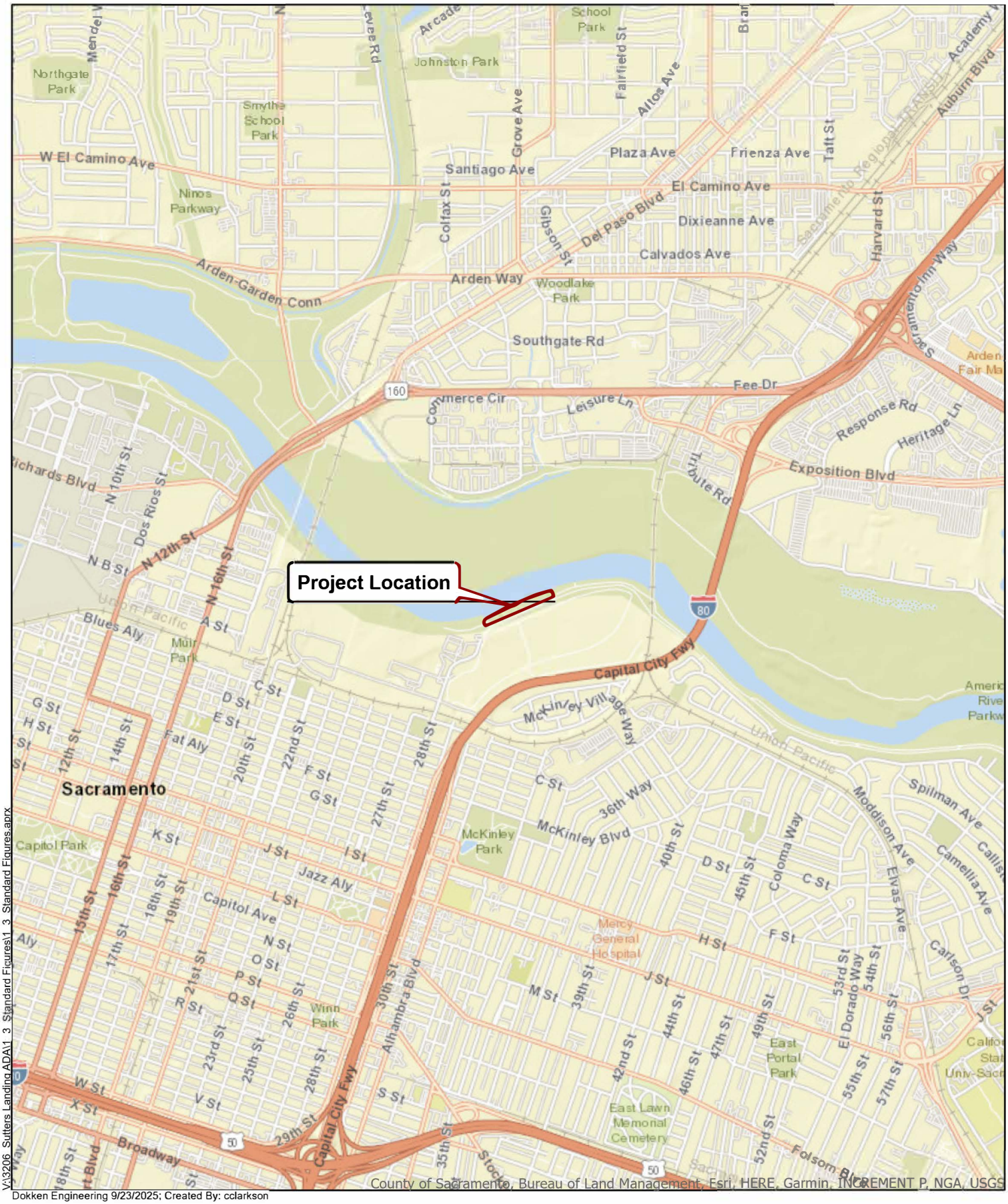
V:\3206_Sutters Landing ADA\1_3_Standard Figures\1_3_Standard Figures.aprx

Source: ESRI 2008; Dokken Engineering9/23/2025; Created By: cclarkson

0 5 10 15 Miles

Figure 1
Project Vicinity

Sutter's Landing Park ADA River Access Trail
City of Sacramento, Sacramento County, California



V:\3206 Sutters Landing ADA\1 3 Standard Figures\1 3 Standard Figures.aprx

Dokken Engineering 9/23/2025; Created By: cclarkson

0 0.25 0.5 0.75 1 Miles

Figure 2a
Project Location

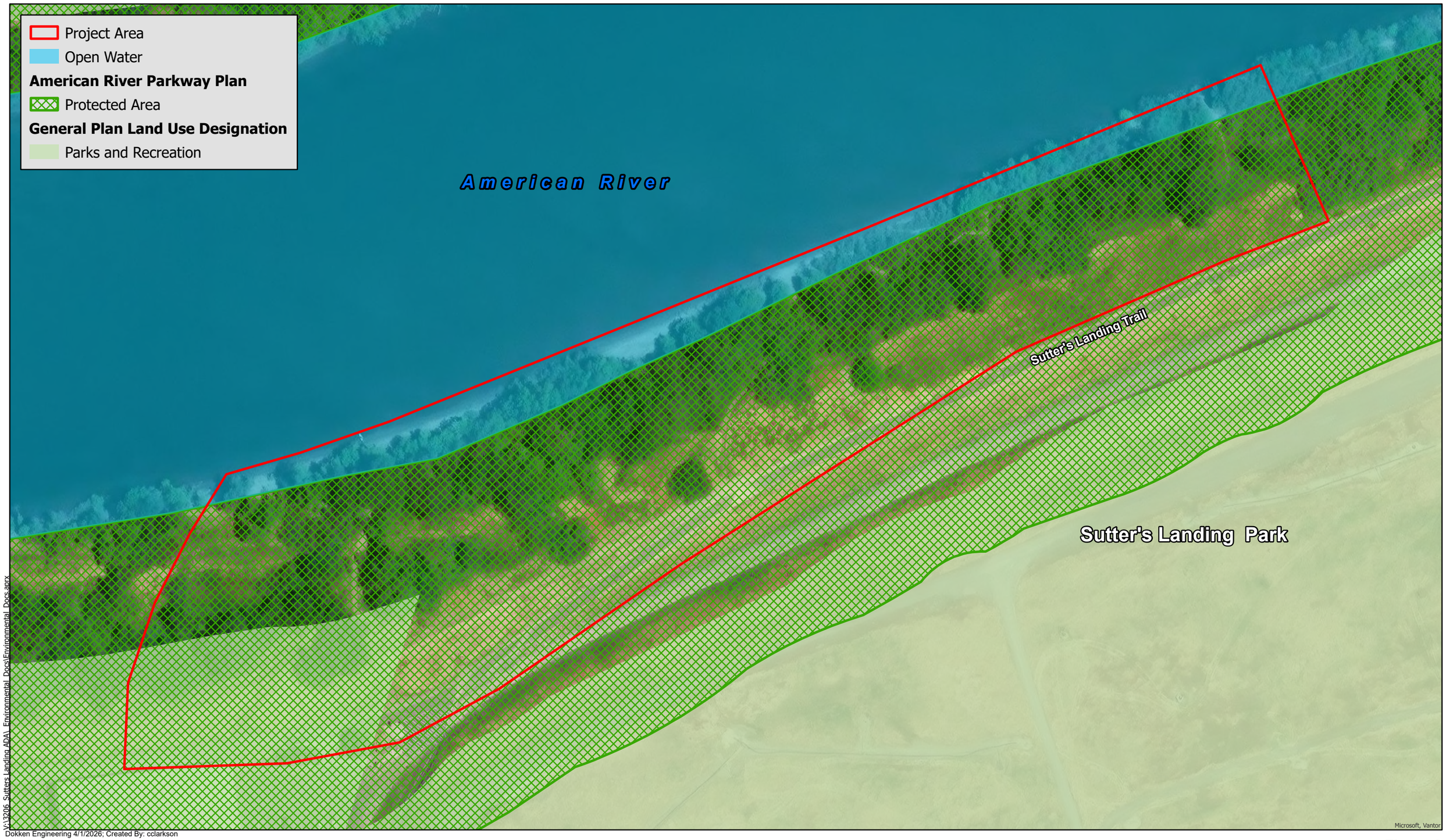
Sutter's Landing Park ADA River Access Trail
City of Sacramento, Sacramento County, California

V:\3206 Sutters Landing ADA\1 3 Standard Figures\1 3 Standard Figures.aprx

Dokken Engineering 3/11/2026; Created By: cclarkson

0 200 400 Feet

Figure 2b
Project Location
Sutter's Landing ADA River Access Trail Project
City of Sacramento, Sacramento County, California



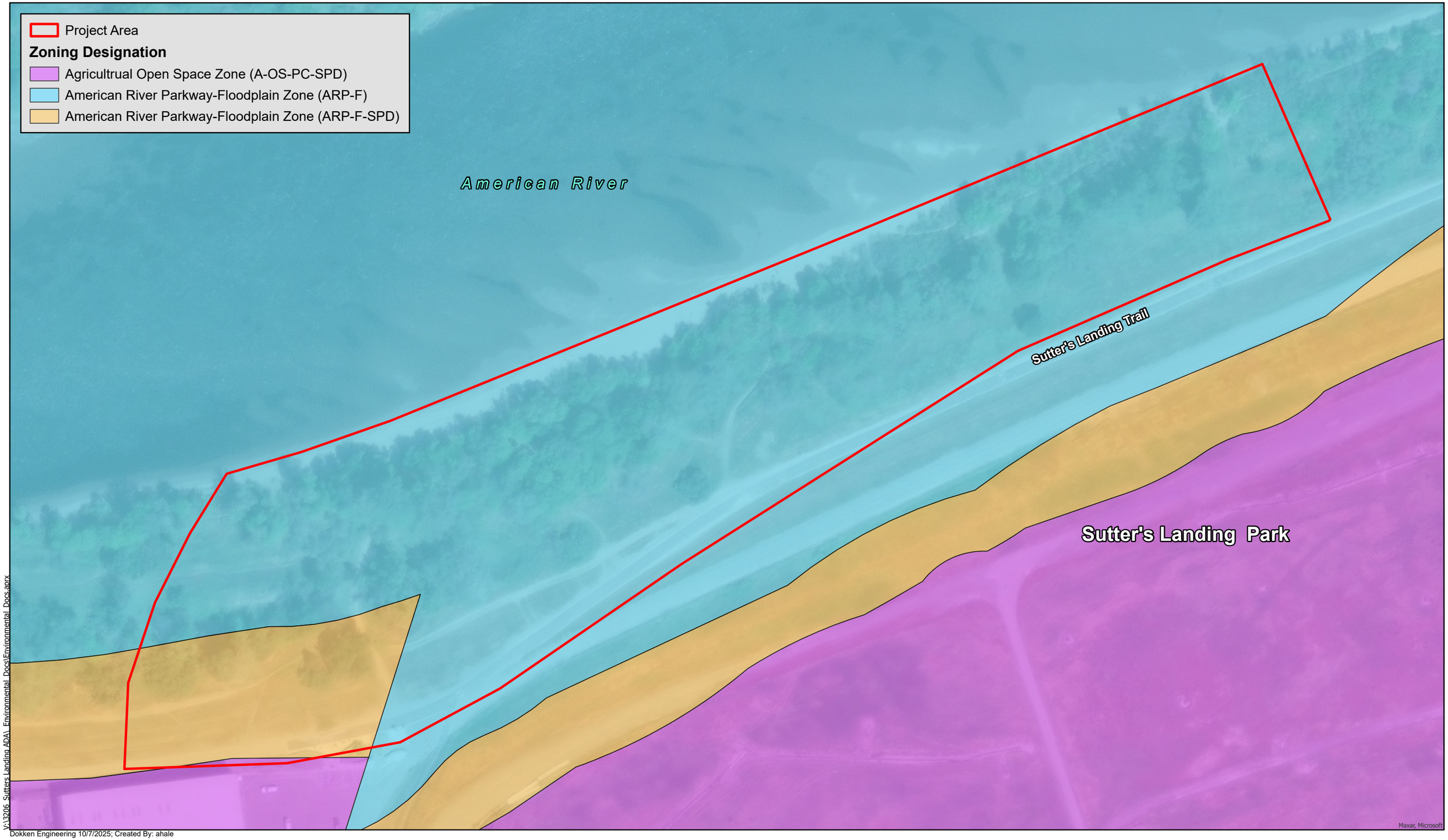
V:\3206_Sutters Landing ADA_Environmental_Docs\Environmental_Docs.aprx

Dokken Engineering 4/1/2026; Created By: cclarkson

0 50 100 Feet

Figure 3
General Plan Land Use Designation

Sutter's Landing ADA River Access Project
City of Sacramento, Sacramento County, California



V:\3206_Sutters Landing ADA_Environmental_Docs\Environmental_Docs.aprx

Dokken Engineering 10/7/2025; Created By: ahale

N

0 50 100 Feet

Figure 4
Zoning Designation

Sutter's Landing ADA River Access Project
City of Sacramento, Sacramento County, California

Y:\3206 Sutters Landing ADA\1 3 Standard Figures\1 3 Standard Figures.aprx

Dokken Engineering 10/7/2025; Created By: ahale

0 50 100 Feet

Figure 5
Project Features

Sutter's Landing ADA River Access Trail Project
City of Sacramento, Sacramento County, California

Restoration and Habitat Enhancement

The proposed Project also includes restoration and habitat enhancement of approximately 5 acres directly adjacent to Sutter's Landing Beach (**Figure 6. Habitat Enhancement Concept**). The work will remove invasive plant species from approximately 0.9 acres of open grassland and 4.1 acres of riparian forest. Existing infestations include one patch of giant reed and widespread yellow star-thistle. Removal methods may include mechanical clearing and herbicide treatment, with up to five treatment rounds per year for three years.

In the second year, the City will seed the open grassland and any riparian areas significantly disturbed by removal with a locally sourced native grass and forb mix. The City will also rehabilitate approximately 1,500 linear feet of major social trails by decompacting soil, installing temporary and permanent barriers, and planting about 4,000 native understory plants from plugs or other small containers. Plant species—developed in coordination with the California Department of Fish and Game, the Wilton Rancheria Tribe, and Friends of Sutter's Landing—will likely include dense, deterrent native plant species to discourage trail use.

Permanent signage will be placed at all potential trail entrances, indicating closure for restoration. Barriers such as boulders and large woody debris will be strategically positioned to deter cyclists and hikers who ignore signage. Temporary chain-link panel fencing will be used at high-use trailheads until plantings are established. Along the existing paved bike trail, permanent post-and-cable fencing will be installed to prevent grassland access, and—if approved by the Central Valley Flood Protection Board (CVFPB) – split-rail fencing may be added at key access points. Biological monitoring and reporting will be conducted for five years to assess restoration success.

Project Construction and Timing

Chapter 11 of the ARPP details the roles the County of Sacramento and the City play in moving the proposed Project forward. The City is required to administer land use policy and development review within its jurisdiction in a manner consistent with the adopted Parkway Plan policies. The ARPP is adopted and amended by the Sacramento County Board of Supervisors. While the ARPP is adopted by reference by the State Legislature through the Urban American River Parkway Preservation Act, the Area Plans, text, and Area Plan specific policies are adopted and managed at the local level. The adoption or modification of an Area Plan or any of its components may be approved by the County Board of Supervisors. Approval by the State Legislature is only required if an Area Plan change would modify a land use or alter an Area Plan policy in a manner inconsistent with a Parkway-wide policy. Before the City can develop contract drawings to include in a construction bid document, the project proposal must be reviewed by Sacramento County staff. If it is determined that a project proposal is inconsistent with the applicable Area Plan, the Board of Supervisors must determine, at a public hearing, whether to amend the Area Plan to allow the City to develop contract drawings. If an Area Plan amendment is required and approved, the City will develop contract drawings. The completed drawings must be reviewed by Department of Regional Parks staff and the Department of County Engineering and approved by the Recreation and Parks Commission before construction can be authorized. The drawings must be "substantially in conformance" with the applicable Area Plan. Even after the approval of contract drawings, all Project construction must be done in coordination with the Department of Regional Parks.

All ground disturbing activities will take place within the proposed temporary construction areas depicted in the plans. Recreational access to the skate park and Sutters Landing Beach will be maintained as much as feasible; however, temporary closures may be required for safety

5-Acre Restoration Area

Barriers and Signs

- Boulder
- Large Woody Debris
- Signage

Fencing

- Permanent Post and Cable
- Temporary Chain Link Pannels

Tree Planting

- Tree Planting

Social Trails

- Trails to be Preserved
- Trails to be Removed

Invasive Species Control

- Giant Reed (Arundo donax) Removal
- Star Thistle Control (0.9 Acres)

American River

Large singular stand of giant reed (*Arundo donax*) Removal is high priority to prevent further infestation.

Dense understory plantings along trail closures

Temporary chainlink fence in high-use areas

50 riparian tree plantings to expand riparian zone.

Heavy yellow star thistle (*Centaurea solstitialis*) infestation to be removed

Two Rivers Trail

Permanent post and cable fencing to discourage trail access through grassland

Large woody debris and boulders placed strategically along trails

Permanent "trail closed" signage

Approximate Project Location

V:\3206 Sutters Landing ADA\Biology\Biology.aprx

Source: Google Earth; Dokken Engineering 10/3/2025; Created By: dmendoza

N

0 50 100 Feet

Figure 6
Habitat Enhancement Concept
Invasive Species Removal, Tree Planting, and Trail Closures
Sutter's Landing Park ADA River Access Trail
City of Sacramento, Sacramento County, California

purposes. There will be no full or partial right-of-way (ROW) acquisitions or utility easements; however, Temporary Construction Easements (TCEs) from Sacramento County may be needed for construction of the Project. Construction will start in the spring of 2027 and is expected to last six months.

Project Funding

Environmental clearance, preliminary engineering, and final design for the proposed Project are locally funded through the California Wildlife Conservation Board grant; therefore, compliance with CEQA would be required. The lead agency for CEQA compliance is the City.

Agency Coordination

The following regulatory permits and/or coordination will be required as a part of the Project:

- CVFPB Encroachment permit.
- California Department of Fish and Wildlife (CDFW) Section 1600 Lake and Streambed Alteration Agreement (SAA).
- Central Valley Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification
- City of Sacramento and County of Sacramento tree removal permit.
- City of Sacramento City Council adoption of IS/MND.
- American River Parkway Advisory Committee coordination throughout design and construction.
- Sacramento County Recreation and Parks Commission coordination through design and construction.
- Sacramento County Board of Supervisors for the American River Parkway Plan

Section III – Environmental Checklist and Discussion

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, as shown in the following CEQA checklist. This section also discusses agricultural resources, minerals, population and housing, and wildfire resources, and the effect of the project on these resources. As demonstrated below, these topics were determined not to be relevant to the proposed Project and are therefore not discussed any further in the CEQA checklist of the Draft IS/MND.

Discussion of Agricultural and Forestry, Minerals, Population and Housing, and Wildfire Resources

Agricultural and Forestry Resources

The Master EIR discussed the potential impact of development under the 2040 General Plan on agricultural resources (see Master EIR, Chapter 4.2) In addition to evaluating the effect of the 2040 General Plan on sites within the City, the Master EIR noted that to the extent the 2040 General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized. The Master EIR concluded that the impact of the 2040 General Plan on agricultural resources within the City was less than significant.

According to the California Important Farmland Finder, soils within the Project site are designated as Urban and Built-Up Land (DOC 2022). The Project does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Statewide Importance). The site is not zoned for agricultural uses, and there are no Williamson Act contracts that affect the Project site. No existing agricultural or timber-harvest uses are located on or in the vicinity of the Project site. Development of the site would result in no impact on agricultural and forestry resources. The proposed Project would have no additional Project-specific environmental effects relating to agricultural and forestry resources, and implementation of the proposed Project would result in **no additional significant environmental effects** beyond what was previously analyzed in the Master EIR.

Land Use and Planning

The 2040 General Plan identifies a portion of the land use designation within the Project area as Parks and Recreation with the rest as undefined, and the Project is zoned as Agricultural Open Space Zone (A-OS-PC-SPD), American River Parkway-Floodplain Zone (ARP-F) and American River Parkway-Floodplain Zone (ARP-F-SPD) (**Figure 3. General Plan Land Use Designation** and **Figure 4. Zoning Designations**).

As outlined in the Sacramento City Code Title 17.216 of the Planning and Development Code Division II Zoning Districts and Land Use Regulations, Agricultural Open Space Zone (A-OS-PC-SPD), American River Parkway-Floodplain Zone (ARP-F) and American River Parkway-Floodplain Zone (ARP-F-SPD) are used to ensure the long-term preservation of open space land. Additionally, the Parks and Recreation land use designation includes areas primarily used for recreation. The Project is consistent with its zoning and land use designations since this Project would improve river access and promote inclusivity. Therefore, implementation of the proposed Project would result in **no additional significant environmental effects** beyond what was previously analyzed in the Master EIR.

Mineral Resources

The Master EIR discussed the potential impact of development under the 2040 General Plan on mineral resources (see Master EIR Chapter 4.7). The 2040 General Plan includes policies to protect existing and future mineral production activities within the City. Therefore, the Master EIR concluded that the impact of the 2040 General Plan on mineral resources within the City was less than significant. The Project site is in Mineral Resource Zone MRZ-3 under the Surface Mining and Reclamation Act (SMARA). MRZ-3 is an area with known or inferred concrete aggregate resources of undetermined mineral resource significance. Considering the purpose of the Project is to provide ADA compliant access to the American River and Sutter's Landing Beach, there would be no loss of available mineral resources that would be of value to the region and the residents of the state. Therefore, implementation of the proposed Project would result in no additional significant environmental effects beyond what was previously analyzed in the Master EIR. The Surface Mining and Regulation chapter of the City Code containing the comprehensive surface mining and reclamation policies and regulations is currently found in Chapter 17.720 of the City Code. Therefore, implementation of the proposed Project would result in ***no additional significant environmental effects*** beyond what was previously analyzed in the Master EIR.

Population and Housing

The Project area is located in a recreational park and would not include the extension of major infrastructure. Given the nature of the proposed Project, the Project would not be anticipated to create a large number of jobs or result in a large influx of new residents to the Project area. Rather, the Project is intended to serve the needs of the existing residents in the Project vicinity. In addition, the Project area does not contain any existing residences. As such, the proposed Project would not displace any existing housing or people and would not necessitate the construction of replacement housing elsewhere. The proposed Project would not result in impacts related to population and housing. Therefore, implementation of the proposed Project would result in **no additional significant environmental effects** beyond what was previously analyzed in the Master EIR.

Wildfire

The Master EIR does not identify any significant impacts related to wildfire risk. Per the CAL FIRE Fire and Resources Assessment Program (FRAP), the City is located within a Local Responsibility Area (LRA). The City is not located within or adjacent to a State Responsibility Area (SRA) or a designated Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, the Project area is

located in a recreational area where a substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the Project site is minimal. Based on the above, the proposed Project would not create a substantial fire risk for existing development in the Project vicinity. Therefore, implementation of the proposed Project would result in **no additional significant environmental effects** beyond what was previously analyzed in the Master EIR.

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 proposal: A) Create a source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?		X	

Aesthetics

ENVIRONMENTAL SETTING

The proposed Project is located within the American River Parkway, beginning along the northern boundary of Two Rivers Trail/Sutter's Landing Trail, northeast of the 28th & B Skate Park, and extending north to Sutter's Landing Beach. Land use is designated as Parks and Recreation and landcover is characterized by urban/paved areas of the Two Rivers/Sutter's Landing Trail and 28th & B Skate Park, disturbed annual grassland, and a mix of oak woodland/riparian habitat. Existing views include those of the American River and surrounding vegetation.

The Project area is located within the American River Parkway which is considered a scenic resource. The American River (Lower) is designated as a national as well as state wild and scenic river (NWSRS 2025). No scenic roadways are within or adjacent to the Project area (Caltrans 2025).

REGULATORY FRAMEWORK

Federal and State

National Scenic Byways

The Project area does not contain or have views of any officially designated National Scenic Byways (FHWA 2025).

National Wild and Scenic Rivers Act

Enacted in 1968 (16. U.S. Code Chapter 28—Wild and Scenic Rivers), the federal Wild and Scenic Rivers (WSR) Act established policy to protect select rivers possessing outstanding remarkable values (ORVs) including: scenic, recreational, geologic, fish and wildlife, historic, and cultural resources. The WSR Act would preserve these rivers, or sections thereof, in their free-flowing condition to protect water quality and preserve the outstandingly remarkable values. The National Park Service is the administrative agency responsible for overseeing prohibition of federal construction, assistance, or licensing of water projects adversely affecting the characteristics qualifying the river for the national system. The National Parks Service is currently the federal administering agency that has been delegated to make such consistency determinations for the lower American River (NWSR 2025).

California Wild and Scenic Rivers Act

Enacted in 1972 (California Public Resources Code [PRC] § 5093.53), the California WSR Act parallels its federal predecessor through its protection and preservation of designated rivers in California that possess extraordinary scenic, recreational, fishery, or wildlife values depending upon the level of development and access to the public. The California WSR Act ensures rivers remain free-flowing and protects their immediate environments for the benefit and enjoyment of the people of the state. The California Natural Resources Agency is the state administering agency responsible for overseeing California's designated rivers.

State Scenic Highway

The State Scenic Highway Program was enacted in 1963 to protect and enhance California's natural scenic beauty by identifying sections of the State highway system, in conjunction with adjacent scenic corridors, that require special conservation treatment. A scenic corridor is land that contains scenic and natural features visible from, adjacent to, and outside the highway ROW. The boundary of the corridor is determined by topography, vegetation, viewing distance, and/or jurisdictional lines. In addition to adding to the pleasure of residents, the program encourages the growth of recreation and tourism industries as an important sector of the State's economy. Caltrans is responsible for managing the State Scenic Highway Program by providing guidance to local government agencies, community organizations, and citizens that are pursuing the official designation of a State Scenic Highway (Caltrans 2025).

Local

Sacramento County Tree Ordinance

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County Code) provides protections for landmark trees and heritage trees. The Sacramento County Code defines a landmark tree as "an especially prominent or stately tree on any land in Sacramento County, including privately owned land" and a heritage tree as "native oak trees that are at or over 19" diameter at breast height (dbh)." Chapter 19.12 of the Sacramento County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenit*), blue oak (*Quercus douglasit*), or oracle oak (*Quercus morehus*) and states that "it shall be the policy of the County to preserve all trees possible through its development review process." It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a dbh of at least six (6) inches or, if it has multiple trunks of less than six (6) inches each, a combined dbh of 10 inches.

Chapter 12.56 Tree Planting Maintenance and Conservation

The Tree Planting Maintenance and Conservation Ordinance requires a permit for pruning and removal of any City tree (any tree on City-managed right-of-way) and regulates private protected trees. Private protected trees are defined as:

1. A tree that is designated by 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 of 12 inches or more and is located on private property;
3. A tree that has a Diameter at Standard Height of 24 inches or more located on an undeveloped lot or a lot that does not include any single unit or duplex dwellings; or

4. A tree that has a Diameter at Standard Height of 32 inches or more located on private property that includes any single unit or duplex dwellings.

Unless the tree is deemed to be an immediate threat, any removal of City trees must be posted for 15 days prior to removal, allowing any person to file a written objection. Removal of City trees in connection with public projects must be approved by the City Council. If the Community Development Department determines that tree removal is necessary for a discretionary development application, the approval shall occur with the body that approves the development application with the same appeal process. This process gives a high level of oversight, transparency, and community input on tree removal decision making.

American Parkway Plan

The American River Parkway Plan (ARPP) is a policy and implementation guide developed to promote the preservation of the American River's natural environment while providing limited development for human enjoyment of the parkway. The American River Parkway (Parkway) is an open space greenbelt approximately 29 miles long extending west/southwest along the north and south sides of the Lower American River from Folsom Dam to its confluence with the Sacramento River. The ARPP establishes aesthetic values for the Parkway and identifies policies to reduce visual impacts within the Parkway (County 2008). The following policies from the ARPP are relevant to analysis of aesthetic impacts of the proposed Project:

7.22 Structures that are in the parkway shall be of a design, color, texture and scale that minimizes adverse visual impacts within the parkway.

7.22.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife, without appropriate mitigation.

7.22.2 Structures shall be constructed of naturalistic materials which blend with the natural environment.

7.22.3 Colors shall be earth tones or shall blend with the colors of surrounding vegetation.

7.22.4 Structures may emulate authentic historic design but shall be unobtrusive.

7.22.5 To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.

The ARPP also identifies aspects of the Parkway experience that should be considered as part of the aesthetic values of the Parkway:

- the clean, transparent waters of the American River;
- the American River as a designated Wild and Scenic River;
- the life that the river supports, such as mammals, fish, birds, beneficial insects, vegetation, and other wildlife;
- habitat diversity, riparian zone, woodland, upland, vegetation;
- presence of wildlife and their movement, visibility, grace;
- sounds of nature, including birds, wildlife, the flowing river;
- seasonal changes;
- feeling of peace and tranquility experienced by the people who visit and use the Parkway;
- feeling and experience of harmony that prevails between what is natural in the Parkway and the animals that live in it;
- the landform, exposed geological compositions;
- islands;

- views of the river—at various flow levels;
- views from within the Parkway at different vantage points;
- views from the Parkway outward; and minimal urban or ambient noise and light.

7.25 Between the confluence of the Sacramento and American rivers and the Capital City Freeway (Business-80) the Parkway context is the Sacramento downtown urban core for the Sacramento metropolitan region. Protection of Parkway's aesthetic values in this reach should be accomplished within the context of creating a vital urban area. Development immediately adjacent to the Parkway shall respect the intent of the Parkway goals by reducing visual impacts through context sensitive site planning and building design.

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, 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 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

ANSWERS TO CHECKLIST QUESTIONS

A) Would the project create a source of glare that would cause a public hazard or annoyance?

No additional significant environmental effect. The purpose of the proposed Project is to provide an ADA-compliant river access trail from Sutter's Landing Park to Sutter's Landing Beach. The proposed Project also includes restoration and habitat enhancement of approximately 5 acres located east of the proposed access trail. Recreational users are expected to use the trail during daylight hours (sunrise to sunset) and therefore, installation of new light sources is not proposed as part of the Project. The closest existing light sources are the 28th and B Street Skate Park and Sutter's Landing Corporation Yard located adjacent to the Project area's southwestern boundary. As such, the Project would not create a source of glare that would cause a public hazard or annoyance.

B) Would the project create a new source of light that would be cast onto oncoming traffic or residential uses?

No additional significant environmental effect. The proposed Project is located within an area zoned for recreation including the American River Parkway and Sutter's Landing Park. As described above, the closest light source to the Project area is 28th and B Street Skate Park

and Sutter's Landing Corporation Yard. No new light sources are proposed as part of the Project and therefore, the Project would not create a new source of light that would be cast onto oncoming traffic or residential uses.

C) Would the project substantially degrade the existing visual character of the site or its surroundings?

Effect can be mitigated to less than significant. Visually sensitive public locations include vantage points where a change affecting a scenic resource, or the visibility of a scenic resource would affect the general public. The City of Sacramento's 2040 General Plan (City 2024) identifies scenic vistas as public areas that provide visual access to significant natural and built features, including the Sacramento and American Rivers, adjacent greenways, prominent landmarks, and urban skyline features such as the State Capitol and Capitol Mall. These scenic vistas contribute to the City's visual character and the public's enjoyment of aesthetic resources.

The Project area is located with the Parkway and adjacent to the American River. The Parkway is considered a scenic resource according to the 2040 General Plan and the Lower American River is designated as a national and state wild and scenic river from the Nimbus Dam to its junction with the Sacramento River.

As previously described, the proposed Project consists of the construction of a new ADA-compliant access trail from Sutter's Landing Trail to Sutter's Landing Beach. Temporary impacts within the Project area would consist of construction and tree removal resulting in a minimal overall visual impact. Some existing vegetation, including trees, may be removed to provide a sufficient clear width for the trail and other Project features (e.g. plaza and picnic areas). While the elimination of large trees would temporarily impact the existing visual quality of the corridor, new trees and vegetation would be planted; therefore, this impact would be temporary and ultimately result in a similar visual quality to existing conditions.

The Project would also be designed to avoid oak trees to the greatest extent feasible. The City would comply with City Code 12.56.040 and establish a replacement plan prior to removing the protected trees pursuant to Sacramento City Ordinance 2016-0026, Chapter 12.56 City and Private Protected Trees. Additionally, the Project is within Sacramento County ROW. As such, trees removed as part of the Project will follow Sacramento County's Tree Ordinance. With the implementation of mitigation measure **AES-1**, the proposed Project would have a less than significant impact on protected trees. Furthermore, the Project includes restoration and habitat enhancement of approximately 5 acres located east of the proposed trail and therefore, improving the visual quality for recreational users utilizing the Parkway.

Viewers including recreational trail users, 28th & B Street Skate Park visitors, Sutter's Landing Corporation Yard employees. Motorists along Business-80 and City streets would only have short durations of visual impacts from temporary construction activities and these impacts would cease upon Project completion. Construction-related vehicle access and staging of construction materials would occur within already disturbed/urban areas adjacent to the Project site. Project construction would expose nearby viewers to surfaces, produce construction debris, and introduce equipment and truck traffic.

The Project is consistent with the 2040 General Plan land use designation and existing zoning. Because the proposed Project is consistent with the General Plan, operational impacts related to aesthetics have been evaluated within the General Plan EIR. With adherence to General

Plan policies and the City of Sacramento Municipal Code, the development of the Project is not expected to substantially alter the existing visual character of the landscape.

MITIGATION MEASURES

AES-1: The City shall comply with City Code section 12.56.040 by establishing a replacement plan for any City trees that must be removed. The City shall plant additional trees where feasible. The exact number of trees and locations shall be determined during final design. The tree removal and replacement plan are subject to approval by the City Council. The City shall also comply with the Sacramento County Tree Ordinance (Chapter 19.04 and 19.12 of the County Code).

FINDINGS

The Project would have no additional Project-specific environmental effects relating to Aesthetics.

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 proposal:* A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM_{10} and $PM_{2.5}$ concentrations that exceed SAMQMD requirements?		X	
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X

Air Quality

ENVIRONMENTAL SETTING

The City 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.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. The closest sensitive receptors to the project site include the Two Rivers Trail residential dwellings.

REGULATORY FRAMEWORK
Federal and State

Clean Air Act
The United States Environmental Protection Agency (EPA) is responsible for addressing national and interstate air pollution issues and setting policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Ambient Air Quality Standards (NAAQS), also known as Federal standards. There are Federal standards for the following criteria air pollutants, which were identified from provisions of the Clean Air Act of 1970:

- Ozone;
- Particulate matter (PM_{10} and $PM_{2.5}$);
- Nitrogen dioxide;
- Carbon monoxide (CO); and
- Lead; and
- Sulfur dioxide.

Federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary Federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health, per 40 CFR 50.2.

State Implementation Plan
A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that would be followed to attain and maintain Federal standards. The

State Implementation Plan for the State of California is administered by the CARB, which has overall responsibility for Statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual Federal attainment plans for regional air districts—air districts prepare their Federal attainment plans, which are sent to the CARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

Federal and State Ambient Air Quality Standards

California and the federal government have established standards for several different pollutants. For some pollutants, separate standards have been set for different measurement periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions).

As shown in **Table 1**, Sacramento County is currently designated as nonattainment for State ozone and PM_{10} standards. Furthermore, it is designated nonattainment (serious) for federal ozone standards and nonattainment (moderate) for federal $PM_{2.5}$ standards. All other federal and State ambient air quality standards are designated as attainment or unclassified.

Table 1. Air Quality Attainment Status for Sacramento County

Pollutant	State Designation	Federal Designation
Ozone	Nonattainment	Nonattainment (Serious)
CO	Attainment	Attainment
NO_x	Attainment	Attainment
SO_x	Attainment	Attainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Attainment	Nonattainment (Moderate)

Source: CARB, 2023; EPA, 2025
NO_x: Nitrogen oxides
SO_x: Sulfur oxides
PM_{10}: Particulate matter with diameters that are generally 10 micormeters and smaller
$PM_{2.5}$: Particulate matter with diameters that are generally 2.5 micormeters and smaller

Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality (CARB 2013), 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.

Local

Sacramento Metropolitan Air Quality Management District

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for planning to meet Federal and State ambient air quality standards in Sacramento County and the larger Sacramento Ozone Nonattainment Area.

The SMAQMD operates monitoring stations in Sacramento County, develops rules, regulations, and CEQA thresholds for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. **Table 2** depicts the SMAQMD Thresholds of Significance for Projects subject to CEQA (SMAQMD 2020). All projects are subject to the adopted SMAQMD rules and regulations.

Table 2. SMAQMD Thresholds of Significance

	Construction Phase	**Operational Phase**
Mass Emission Thresholds		
Nitrogen Oxide (NOx) (Ozone precursor)	85 pounds/day	65 pounds/day
Reactive Organic Gases (ROG) (VOC) (Ozone precursor)	None.	65 pounds/day
Particulate Matter (PM_{10})	Zero (0). If all feasible best available control technology (BACT) and BMPs are applied, then 80 pounds/day and 14.6 tons/year.	Zero (0). If all feasible BACT and BMPs are applied, then 80 pounds/day and 14.6 tons/year.
Particulate Matter ($PM_{2.5}$)	Zero (0). If all feasible BACT and BMPs are applied, then 82 pounds/day and 15 tons/year.	Zero (0). If all feasible BACT and BMPs are applied, then 82 pounds/day and 15 tons/year.
Concentration Thresholds (Based on the California Ambient Air Quality Standard, identical threshold for both phases of development.		
Carbon Monoxide (CO)	20 ppm 1-hour standard (23 mg/m^3); 9 ppm 8-hour (10 mg/m^3)	
Nitrogen Dioxide (NO_2)	0.18 ppm 1-hour standard (339 (339 $\mu g/m^3$); 0.03 ppm Annual Arithmetic Mean (57 $\mu g/m^3$)	
Sulphur Dioxide (SO_2)	0.25 ppm 1-hour standard (665 $\mu g/m^3$); 0.04 ppm 24-hour standard (105 $\mu g/m^3$)	
Lead	1.5 $\mu g/m^3$ 30-day average	
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent	
Sulfates	25 $\mu g/m^3$ 24-hour standard	
Hydrogen Sulfide (H_2S)	0.03 ppm (42 $\mu g/m^3$) 1-hour standard	
Vinyl Chloride	0.01 ppm (26 $\mu g/m^3$) 24-hour standard	

SMAQMD Health Risk Assessment Thresholds of Significance

Stationary sources having the potential to emit TACs, including gas stations, are required to obtain permits from the SMAQMD. Permits may be granted to these operations provided they are operated in accordance with applicable SMAQMD rules and regulations. SMAQMD's gasoline station permitting process provides for the review of gasoline TAC emissions to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. SMAQMD's permitting procedures require substantial control

of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant.

Table 3 below shoes the SMAQMD health risk thresholds of significance:

Table 3.SMAQMD Health Risk Assessment Thresholds of Significance

Land Use	Value	Units
Elevated Cancer Risk	10	In One Million
Chronic Hazard Quotient	1	Health Hazard Index
Acute Hazard Quotient	1	Health Hazard Index

STANDARDS OF SIGNIFICANCE

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

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

Ambient air quality standards have not been established for 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.

Policies in the 2040 General Plan in Environmental Resources were identified as mitigating potential effects of development that could occur under the 2040 General Plan. For example, **Policy ERC-4.1 Regional Coordination** calls for the City to support air quality planning efforts led by other local, regional, and state agencies while simultaneously leveraging City authority and resources to focus on reducing air pollution burden in disadvantaged communities; **Policy ERC-4.5 Construction Emissions** requires the City to review proposed development projects to

ensure that the projects incorporate feasible measures that reduce construction emissions; and **Policy ERC-4.2 Air Quality Awareness** and **ERC-4.4 Sensitive Uses** calls for coordination of City efforts with SMAQMD.

The Master EIR identified exposure to sources of TAC as a potential effect. Policies in the 2040 General Plan would reduce the effect to a less-than-significant level. For example, **Policy ERC-4.3 Project Design** would require the City to promote implementation of new technologies, materials, and design and construction techniques in private development projects that minimize air pollution, noise, excess heat, and other forms of pollution and its impacts. Furthermore, **Policy ERC-4.4 Sensitive Uses** requires coordination with SMAQMD in evaluating human exposure to TACs, particularly in disadvantaged communities, and calls for imposition of conditions, as appropriate, on projects to protect public health and safety.

ANSWERS TO CHECKLIST QUESTIONS

A) Result in construction emissions of NOx above 85 pounds per day?

No significant additional environmental effect. Construction emissions for the proposed Project were estimated using CalEEMod version 2022.1.1.30. The modelling assumptions, inputs, and output file can be found in **Appendix A** of this document. The results of the modelling show that construction of the Project would result in up to 0.6 tons of NOx annually (or 3 pounds of NOx per day on average). Therefore, construction of the proposed Project would not result in excess of 85 pounds of NOx per day. The Project would have no additional significant effects that were not evaluated in the Master EIR.

B) Result in operational emissions of NOx or ROG above 65 pounds per day?

No significant additional environmental effect. The proposed Project would construct an ADA-accessible trail and would not increase roadway capacity or significantly alter existing traffic patterns. Therefore, the Project would not generate new or substantial operational emissions. The Project would have no additional significant effects that were not evaluated in the Master EIR.

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

No significant additional environmental effect. The proposed Project's daily and annual emissions of criteria air pollutants during construction and operation are shown in **Appendix A**. All of these projected emissions are below the SMAQMD thresholds of significance. Accordingly, the proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and the Project would have no additional significant effects that were not evaluated in the Master EIR.

D) Result in PM10 and PM2.5 concentrations that exceed SMAQMD requirements?

Effect can be mitigated to less than significant. The SMAQMD thresholds of significance for PM include the following and apply to both construction and operational emissions:

- PM_{10}: Zero (0). IF all feasible BACT/BMPs are implemented, then 80 lbs/day and 14.6 tons/year

- $PM_{2.5}$: Zero (0). IF all feasible BACT/BMPs are implemented, then 82 lbs/day and 15 tons/year

Construction emissions for the proposed Project were estimated using CalEEMod version 2022.1.1.30. The modelling assumptions, inputs, and output file can be found in **Appendix A**. The results of the modelling show that construction of the proposed Project would result in 0.1 tons annually (0.6 pounds per day on average) of PM_{10} emissions and 0.1 tons annually (0.3 pounds per day on average) of $PM_{2.5}$ emissions. As discussed above, the Project would not result in operational emissions. With adherence to standard BMPs required with SMAQMD, as described in measure **AQ-1**, the proposed Project would not result in PM_{10} or $PM_{2.5}$ 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)?

No significant additional environmental effect. Localized concentrations of CO, or "hot spots," are primarily of concern for heavily congested roadways with stop-and-go traffic, particularly in areas with limited vertical mixing such as tunnels, long underpasses, or below-grade roadways. The proposed Project would result in the construction of an ADA access trail from the Sutter's Landing Park parking lot to the Sutter's Landing Beach in an urban area that may generate additional traffic on adjacent roadways. However, the impact would not be to a significant degree such that roadways would congest and cause an exceedance of the state's 1-hour state ambient air quality standard for CO concentrations. The Project would have no additional significant effects that were not evaluated in the Master EIR.

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

No significant additional environmental effect. Although construction of the Project would result in associated air pollutants, these increases are not concentrated and are well below significance thresholds as shown in the discussion above. Construction activities would be short-term and intermittent in nature and would not expose sensitive receptors to substantial pollutant concentrations. In addition, adherence to standard dust control and construction BMPs would be required as part of the Project's Construction Management Plan. The Project would have no additional significant effects that were not evaluated in the Master 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 significant additional environmental effect. Sources of TACs include commercial operations such as gasoline stations and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials such as gasoline vapors during upset conditions.

The proposed Project would involve construction of an ADA access trail and would not include any stationary sources of TAC emissions or generate substantial new vehicle traffic. Construction-related TAC emissions would be limited in duration and localized, and would not result in long-term exposure to sensitive receptors. The Project would have no additional significant effects that were not evaluated in the Master EIR.

MITIGATION MEASURES

AQ-1: Implement SMAQMD Basic and Enhanced Construction Emission Control Practices to Reduce Fugitive Dust.

The implementing agency will require, as a standard or specification of their contract, the construction contractor(s) to implement basic and enhanced control measures to reduce construction-related fugitive dust. Although the following measures are outlined in the SMAQMD's CEQA guidelines, they are required for the entirety of the construction area. The implementing agency will ensure through contract provisions and specifications that the contractor adheres to the mitigation measures before and during construction and documents compliance with the adopted mitigation measures.

- Water all exposed surfaces two times daily. Exposed surfaces include (but are not limited to) soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour.

- All roadway, driveway, sidewalk, and parking lot paving should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

FINDINGS

All additional significant environmental effects of the project relating to Air Quality can be mitigated to a less-than-significant level.

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

Biological Resources

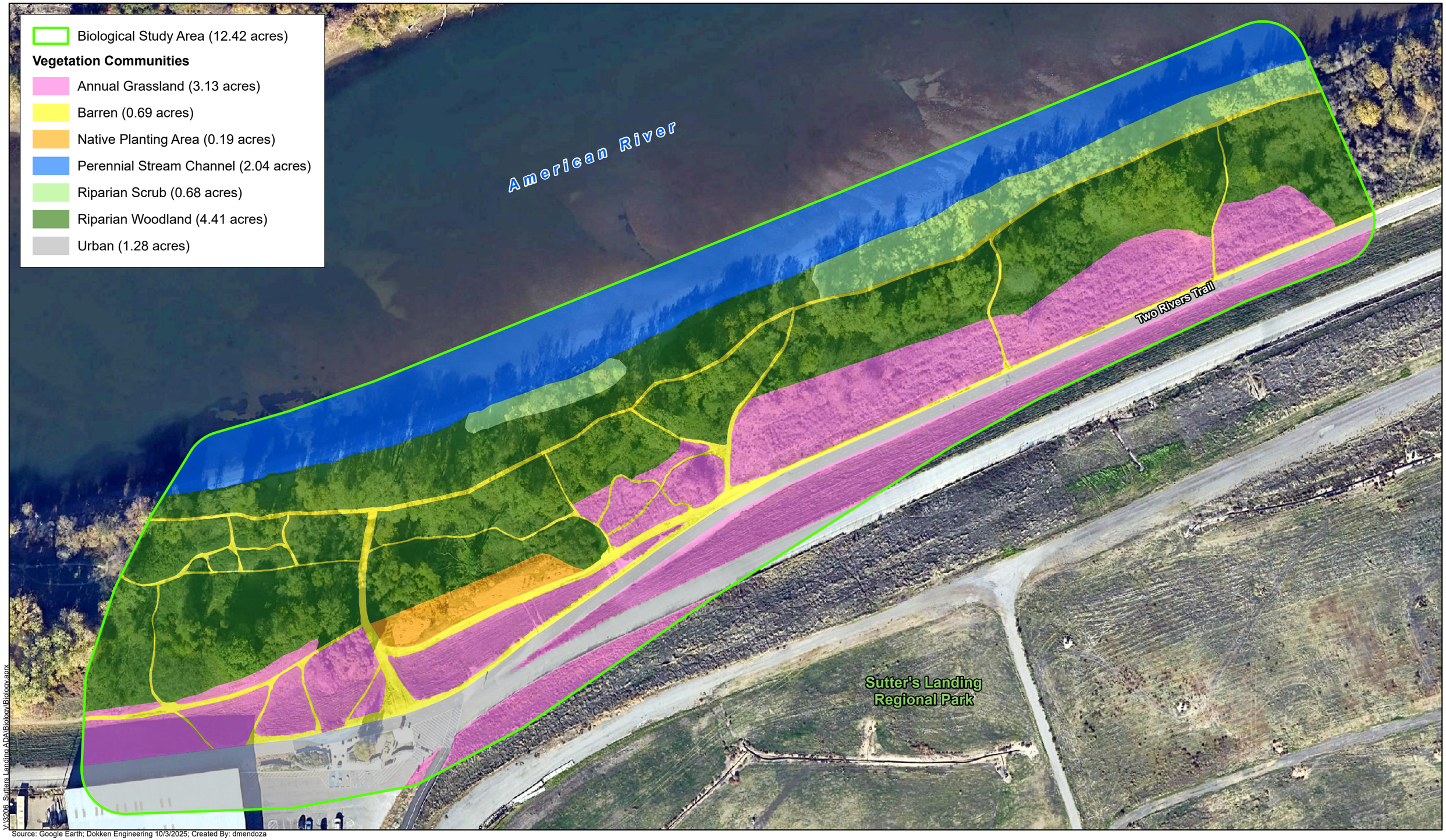
ENVIRONMENTAL SETTING

Regionally, the Project is located within the Central Valley in Sacramento County, California. This Project is located within the Central Valley Floristic Province (Dokken 2025a). Sacramento County experiences Mediterranean conditions including warm, dry summers and cool, wet winters. The nearby City of Sacramento experiences an average annual high temperature of approximately 74 degrees Fahrenheit (°F), an average annual low temperature of approximately 48°F, and an average of 18.52 inches of precipitation annually (Dokken 2025a). The elevation of the BSA is approximately 23 to 72 feet above mean sea level. According to the Natural Resources Conservation Service (NRCS) Custom Soil Report, there are two soil types within the BSA: dumps (80.7%) and water (19.3%) (**Appendix B**).

The Project area, defined as the area of direct impact, is approximately 8.37 acres (**Figure 5**). Prior to field surveys, the BSA was defined as the area required for Project activities, plus an approximate 50-foot buffer to account for adjacent biological resources. From north to south, the BSA measures approximately 460 feet and from east to west measures approximately 1,575 feet at its widest point. The total area of the BSA is approximately 12.42 acres.

Biological Conditions in the Study Area

Plant and wildlife species identified during the June 2025 biological survey were used to classify vegetation communities within the BSA, based on their composition, abundance, and density (**Appendix B—Table 1. Species Observed**). Four primary vegetation communities were documented: annual grassland, native planting area, riparian scrub, and riparian woodland. There are also urban and barren areas within the BSA. Additionally, the American River, a jurisdictional WOTUS and state, is directly adjacent to and partially within the BSA (**Figure 7. Vegetation Communities**; **Appendix B—Appendix F. Representative Photographs**). A detailed description of each vegetation community is provided below.



Y:\3206_Sutters Landing ADA\Biology\Biology.aprx

Source: Google Earth; Dokken Engineering 10/3/2025; Created By: dmendoza

0 50 100 Feet

Figure 7
Vegetation Communities

Sutter's Landing Park ADA River Access Trail Project
City of Sacramento, Sacramento County, California

Annual Grassland

Annual grassland habitats are open areas dominated primarily by annual plant species. In the BSA, this habitat type is found along the edges of the existing Two Rivers Trail and informal dirt trails, situated south of the riparian woodland. During the biological survey conducted in June 2025, the grasses appeared recently trimmed. Common species observed in this habitat include wild oat (*Avena* sp.), Bermuda grass (*Cynodon dactylon*) and yellow star thistle. As part of the Project's restoration efforts, targeted removal of invasive species—specifically yellow star thistle—will take place north of the Two Rivers Trail. There are also several patches of elderberry shrubs (*Sambucus mexicana*) present in this habitat type. Annual grasslands cover approximately 3.13 acres within the BSA.

Barren

The BSA contains existing dirt trails that traverse riparian woodland and annual grassland habitats, both of which have been disturbed by frequent foot traffic. Barren areas are also present along the northern shoulder of the existing Two Rivers Trail, which runs northeast through the BSA. These areas are either entirely devoid of vegetation or support only sparse, disturbed plant growth. Due to the BSA's location within a heavily used recreational area, these barren zones experience significant human activity. Barren areas account for approximately 0.69 acres of the BSA.

Native Planting Area

The BSA includes a native planting area in its western portion, covering approximately 0.19 acres. This area features a variety of planted native species, including broadleaf milkweed (Asclepias latifolia), deer grass (*Muhlenbergia rigens*), and California fuchsia (*Epilobium canum*). This area provides suitable foraging habitat for a variety of pollinators including the monarch butterfly.

Perennial Stream Channel

The BSA is located directly on the southern bank of the American River, a perennial stream channel that holds water year-round. The river originates in eastern Placer County in the Tahoe National Forest and flows southwest before converging with the Sacramento River. Given the BSA is approximately 14 miles downstream of the Nimbus Dam, flows within this portion of the American River are influenced by water releases generated by the Dam, regulated by the U.S. Bureau of Reclamation. This aquatic feature is classified as a WOTUS and state. The American River comprises approximately 2.04 acres of the BSA.

Riparian Scrub

Riparian scrub habitat occurs along waterways and is characterized by shrubs and small trees adapted to wet conditions and periodic flooding. Within the BSA, this habitat is primarily dominated by narrowleaf willow (*Salix exigua*), which grows in patches along the banks of the American River. In some areas, an understory of native California blackberry (*Rubus ursinus*) is also present. Riparian scrub covers approximately 0.68 acres of the BSA.

Riparian Woodland

The BSA includes a dense, mature riparian woodland habitat that encompasses the south bank of the American River. This community is dominated by a variety of native tree species including valley oak (*Quercus lobata*), box elder (*Acer negundo*), Oregon ash (*Fraxinus latifolia*), Fremont cottonwood (*Populus fremontii*), northern California black walnut (*Juglans hindsii*), California sycamore (*Plantanus racemosa*), arroyo willow (Arroyo willow), and Gooding's willow (*Salix gooddingii*). Along Sutter's Landing Beach, the understory of the riparian woodland habitat is barren and lacks herbaceous vegetation due to recreational use. Upland of Sutter's Landing Beach, the understory is comprised of Himalayan blackberry (*Rubus armeniacus*), California rose

(Rosa californica), and wild grape (*Vitis californica*). Elderberry shrub patches are also common throughout the community. Riparian woodland provides suitable habitat for a variety of wildlife species including birds and mammals. Riparian woodland comprises approximately 4.41 acres of the BSA.

Urban

The BSA includes developed urban areas including a portion of the 28th & B Street Skate Park, a parking lot, the paved Two Rivers Trail and a second unnamed gravel trail. These areas are devoid of vegetation and regularly disturbed as a result of intensive recreational activity. Urban areas comprise approximately 1.28 acres of the BSA.

Wildlife

Wildlife observations within the BSA consisted of local bird species such as American crow (*Corvus brachyrhynchos*), bushtit (*Psaltriparus minimus*), California scrub jay (*Aphelocoma californica*), and black phoebe (*Sayornis nigricans*). In addition, several Swainson's hawks (at least three) were observed soaring over the American River and riparian habitat.

Habitat Connectivity

The CDFW Biogeographic Information & Observation System (Dokken 2025a) was reviewed to determine if the BSA is located within an Essential Habitat Connectivity Area. The BSA is within an area of Terrestrial Connectivity Rank 3–Connections with Implementation Flexibility. This ranking represents areas that have connectivity importance but are not classified as priority corridors that facilitate wildlife movement or species-specific habitat linkages. Although the area may support wildlife movement and contribute to ecological connectivity, its designation as Rank 3 indicates greater flexibility for conservation planning, as it is not part of an essential habitat linkage.

The Project is not expected to create new barriers or fragment existing wildlife corridors, as the trail will follow the alignment of an existing dirt path down to Sutter's Landing Beach. While construction of the trail and associated features may temporarily disturb terrestrial wildlife moving through the riparian area, these impacts will be short-term and will not result in permanent fragmentation of the riparian corridor or other sensitive habitats. Upon completion of the trail, wildlife movement and access through the area will be maintained. As such, the Project will not permanently disrupt wildlife corridors or habitat connectivity.

Regional Species and Habitats and Natural Communities of Concern

Plant and animal species 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.

In addition to the field survey, literature searches were conducted using USFWS IPaC, CDFW CNDDB, CNPS, and NMFS databases to identify regionally sensitive species with potential to occur within the BSA. **Appendix B—Table 2. Special-Status Species Potential Table** provides an updated list of regional special-status species returned by the database searches, describes the habitat requirements for each spLIteecies, and states if the species has potential to occur within the BSA. Seventeen (17) special-status plant species and 29 special-status wildlife species were returned by the database searches. No special-status plant species were determined to have the potential to occur within the BSA.

Two special-status wildlife species have been determined to have a high potential to occur within the BSA: Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*). Four special-status wildlife species have been determined to have a low potential to occur within the

BSA: monarch butterfly (*Danaus plexippus*), purple martin (*Progne subis*), song sparrow ("Modesto" population) (*Melospiza melodia* pop. 1), and northwestern pond turtle (Actinemys marmorata). Lalstly, four species are presumed present within the BSA: chinook salmon Central Valley spring-run ESU (*Oncorhynchus tshawytscha* pop. 11), chinook salmon Sacramento River winter-run *ESU (Oncorhynchus tshawytscha pop. 7), steelhead–Central Valley Distinct Population Segment (DPS) (Oncorhynchus mykiss irideus* pop. 11), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

Sensitive Habitats

Sensitive habitats include sensitive natural plant communities and other habitats designated and/or regulated by CDFW, USFWS, and U.S. Army Corps of Engineers (USACE). Under Section 404 of the Clean Water Act (CWA), wetlands and other waters of the U.S. are subject to the jurisdiction of USACE. Aquatic habitats may also receive protection under California statutes including Section 1602 of the California Fish and Wildlife Code and the California Porter-Cologne Water Quality Control Act.

REGULATORY FRAMEWORK

Federal and State

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 [16 United States Code (U.S.C.) section 1531 et seq.] provides for the conservation of endangered and threatened species listed pursuant to Section 4 of the Act (16 U.S.C. section 1533) and the ecosystems upon which they depend. These species and resources have been identified by the U.S. Fish and Wildlife Service (USFWS).

Clean Water Act

The CWA was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to Waters of the United States (WOTUS). The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The CWA empowers the U.S. EPA to set national water quality standards and effluent limitations and includes programs addressing both point source and nonpoint source pollution for all WOTUS.

On May 25, 2023, the U.S. Supreme Court issued its ruling on the Sackett v. EPA case redefining WOTUS. The ruling limits the scope of WOTUS to only those "wetlands with a continuous surface connection to bodies that are WOTUS in their own right." In addition, the Court's decision also holds that "only those relatively permanent, standing or continuously flowing bodies of water forming geographic features that are described in ordinary parlance as streams, oceans, river, and lakes" are considered WOTUS.

The CWA was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to WOTUS. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The CWA empowers the EPA to set national water quality standards and effluent limitations and includes programs addressing both point source and nonpoint source pollution. Point source pollution originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or routine maintenance site. Nonpoint source pollution originates over a broader area and includes urban contaminants in storm water runoff and sediment loading from upstream areas. The CWA operates on the principle

that all discharges into the nation's waters are unlawful unless they are specifically authorized by a permit; permit review is CWA's primary regulatory tool.

Section 401
The RWQCB has jurisdiction under §401 of CWA and regulates any activity that may result in a discharge to surface waters. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of the USACE (i.e., WOTUS including any wetlands). The RWQCB also asserts authority over "Waters of the State" under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act.

Section 402
The State Water Resources Control Board (SWRCB) regulates construction projects that involve ground disturbance of 1 acre or greater. These projects must obtain coverage under the SWRCB General Permit for Storm Water Discharges Associated with Construction Activity (General Construction Permit). Operators of regulated construction sites are required to develop a Stormwater Pollution Prevention Plan; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the General Construction Permit.

Section 404
The USACE regulates discharges of dredged or fill material into WOTUS. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in USACE regulations).

Executive Order 13112: Prevention and Control of Invasive Species
Executive Order (EO) 13112 (signed February 3, 1999) directs all federal agencies to prevent and control the introduction of invasive species in a cost-effective and environmentally sound manner.

Executive Order 13186: Migratory Bird Treaty Act
EO 13186 (signed January 10, 2001) directs each federal agency taking actions that could adversely affect migratory bird populations, to work with USFWS to develop a Memorandum of Understanding that will promote the conservation of migratory bird populations. Protocols developed under the Memorandum of Understanding will include the following agency responsibilities:

- Avoid and minimize, to the maximum extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- Restore and enhance habitat of migratory birds, as practicable; and
- Prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The EO is designed to assist federal agencies in their efforts to comply with the Migratory Bird Treaty Act (MBTA) [50 Code of Federal Regulations (CFR) 10 and 21] and does not constitute any legal authorization to take migratory birds. Take is defined under the MBTA as "the action of or attempt to pursue, hunt, shoot, capture, collect, or kill" (50 CFR 10.12) and includes intentional take (i.e., take that is the purpose of the activity in question) and unintentional take (i.e., take that results from, but is not the purpose of, the activity in question).

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act, established in 1940, prevents the "take" of bald or golden eagles, including their parts (feathers, nests, eggs, etc.), (USFWS 16 U.S.C. 668-668d). Bald and golden eagles are known to occur in the Project vicinity, however bald/golden eagles or evidence of these species nesting was not observed within the Project area. To prevent take of these species, a pre-construction nesting bird survey will be completed prior to the start of Project activities (see Section 4). If an active bald or golden eagle nest is identified within the survey area the appropriate measures will be implemented to avoid take of the species.

National Wild and Scenic Rivers Act

The Wild and Scenic Rivers Act of 1968 established the National Wild and Scenic Rivers System, protecting for future generations free-flowing waterways with extraordinary natural, cultural and recreational qualities. The system includes more than 220 rivers and covers more than 13,400 miles of rivers and streams. Designation protects each river's unique characteristics and water quality, while ensuring these treasured rivers are protected for people's use and enjoyment into the future. The National Wildlife Refuge System, managed by the USFWS, contains 14 wild and scenic rivers, extending 1,066 river miles. The Lower American River within the Project area is designated as a Wild and Scenic River, recognized for its outstandingly remarkable values related to fish and recreation. This river segment begins at Nimbus Dam and extends to its confluence with the Sacramento River.

California Environmental Quality Act

CEQA is a state law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The City is the CEQA lead agency for the proposed Project.

California Endangered Species Act

The California Endangered Species Act (CESA) [California Fish and Game (CFG) Code Section 2050 et seq.] requires the CDFW to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating Incidental Take Permit applications [CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.], and the potential impacts the project or activity, for which the application was submitted, may have on the environment. CDFW's CEQA obligations include consultation with other public agencies that have jurisdiction over the project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an Incidental Take Permit if issuance will jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].

Section 3503 and 3503.5: Bird and Raptors

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests.

Section 3513: Migratory Birds

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. The act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates CWA and regulates discharges to waters of the State. Waters of the State include more than just WoUS, such as groundwater and surface waters that were recently precluded from the definition of WoUS by the Sackett ruling. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements and may be required even when the discharge is already permitted or exempt under CWA.

The RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants, which are then state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired, and the standards cannot be met through point source or nonsource point controls (National Pollutant Discharge Elimination System) permits or Waste Discharge Requirements), the CWA requires the establishment of Total Maximum Daily Loads which specify allowable pollutant loads from all sources (point, nonpoint, and natural) for a given watershed.

Local

Chapter 12.56 Tree Planting Maintenance and Conservation

The Tree Planting Maintenance and Conservation Ordinance requires a permit for pruning and removal of any City tree (any tree on City-managed right-of-way) and regulates private protected trees. Private protected trees are defined as:

5. A tree that is designated by City council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
6. 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 of 12 inches or more and is located on private property;
7. A tree that has a Diameter at Standard Height of 24 inches or more located on an undeveloped lot or a lot that does not include any single unit or duplex dwellings; or
8. A tree that has a Diameter at Standard Height of 32 inches or more located on private property that includes any single unit or duplex dwellings.

Unless the tree is deemed to be an immediate threat, any removal of City trees must be posted for 15 days prior to removal, allowing any person to file a written objection. Removal of City trees in connection with public projects must be approved by the City Council. If the Community Development Department determines that tree removal is necessary for a discretionary development application, the approval shall occur with the body that approves the development

application with the same appeal process. This process gives a high level of oversight, transparency, and community input on tree removal decision making.

Sacramento County Tree Ordinance

Sacramento County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Ordinance (Chapter 19.04 and 19.12 of the County Code) provides protections for landmark trees and heritage trees. The Sacramento County Code defines a landmark tree as "an especially prominent or stately tree on any land in Sacramento County, including privately owned land" and a heritage tree as "native oak trees that are at or over 19" dbh." Chapter 19.12 of the Sacramento County Code, titled Tree Preservation and Protection, defines native oak trees as valley oak (*Quercus lobata*), interior live oak (*Quercus wislizenit*), blue oak (*Quercus douglasit*), or oracle oak (*Quercus morehus*) and states that "it shall be the policy of the County to preserve all trees possible through its development review process." It should be noted that to be considered a tree, as opposed to a seedling or sapling, the tree must have a dbh of at least six (6) inches or, if it has multiple trunks of less than six (6) inches each, a combined dbh of 10 inches.

STANDARDS OF SIGNIFICANCE

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

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

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

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

Policies in the 2040 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2040 General Plan. Policy ERC-2 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ERC-2.2 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ERC-2.10 requires the City to coordinate its actions with those of the California Department Fish and Wildlife, U.S. Fish and Wildlife Service, and other agencies in the protection of resources.

The Master EIR concluded that policies in the general plan, combined with compliance with the California Endangered Species Act, Natomas Basin HCP (when applicable) and CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.4-1), and that the general plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.4-2-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602) and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The 2040 General Plan includes policies that would avoid and minimize potential impacts from development on loss or modification of riparian habitat within the Planning Area. These include Policy ERC-2.1 (Conservation of Open Space Areas) which directs the City to conserve, create or restore areas that provide important water quality benefits such as creeks, riparian corridors, wetlands, undeveloped open space areas, levees, and drainage canals for the purpose of protecting water resources in the city's watersheds, creeks, and the Sacramento and American Rivers. Policy ERC-2.2 (Biological Resources) directs the City to avoid, minimize, or mitigate impacts to biological resources, including riparian habitat, to the greatest extent feasible. Policy ERC- 6.3 (Floodplain Capacity) directs the City to preserve urban creeks and rivers to maintain existing floodplain capacity while enhancing environmental quality. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact (Impact 4.4-7).

ANSWERS TO CHECKLIST QUESTIONS

A) Result in 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. The purpose of the proposed Project is to establish a formalized ADA-compliant access trail for recreational users to easily reach Sutter's Landing Beach. The proposed Project also includes restoration and habitat

enhancement of approximately 5 acres directly adjacent to Sutter's Landing Beach. The current use of the Project area as a recreational facility is not typically associated with the routine transport, use, disposal, or generation of substantial amounts of hazardous materials; however, common household cleaning products could contain potentially hazardous chemicals that may be used on-site as part of routine maintenance and during construction activities. Construction activities would be governed by a Stormwater Pollution Prevention Plan (SWPPP) to ensure that hazardous materials such as fuel for construction vehicles are properly controlled and managed in accordance with City regulations. Due to the regulations of cleaning products and the amount anticipated to be used on-site, routine usage does not constitute a significant risk to public health or the environment. In addition, the routine transport, use, and disposal of hazardous materials are regulated by existing federal, state, and local regulations, and the proposed Project would not involve the use, production, disposal, or handling of materials that could pose a hazard to plant or animal populations in the area beyond what is used for current on-site operations.

Therefore, the proposed Project would result in a less than significant impact, and the Project would result in no additional significant environmental effects beyond what was previously anticipated in the Master 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?

Effect can be mitigated to less than significant. Plant and animal species 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. In addition to the field survey, literature searches were conducted using USFWS IPaC, CDFW CNDDB, CNPS, and NMFS databases to identify regionally sensitive species with potential to occur within the BSA. **Appendix B—Table 2. Special-Status Species with Potential to Occur** in the Project Vicinity provides an updated list of regional special-status species returned by the database searches, describes the habitat requirements for each species, and states if the species has potential to occur within the BSA. Seventeen (17) special-status plant species and 29 special-status wildlife species were returned by the database searches. No special-status plant species were determined to have the potential to occur within the BSA.

Two special-status wildlife species have been determined to have a high potential to occur within the BSA: Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*). Four special-status wildlife species have been determined to have a low potential to occur within the BSA: monarch butterfly (*Danaus plexippus*), purple martin (*Progne subis*), song sparrow ("Modesto" population) (*Melospiza melodia pop. 1*), and northwestern pond turtle (*Actinemys marmorata*). Lastly, four species are presumed present within the BSA: chinook salmon Central Valley spring-run ESU (*Oncorhynchus tshawytscha pop. 11*), chinook salmon Sacramento River winter-run ESU (*Oncorhynchus tshawytscha pop. 7*), steelhead–Central Valley Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus pop. 11*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*
For more information, refer to **Appendix B—Table 2.**

Discussion of Monarch Butterfly

The western North American migratory monarch population is generally found west of the Rocky Mountains. These butterflies can migrate annually 300 to 1,000 miles. The western population overwinters in hundreds of groves along the California coast and into northern Baja California, Mexico. Utilizes wind protected tree groves in proximity to nectar and water

sources. Host plants include various milkweed as described in **Appendix B—Table 2**. Suitable foraging habitat includes fields, meadows, weedy areas, marshes, and roadsides containing milkweed and flowering plants. Adult monarchs feed on the nectar of many flowers during breeding and migration, but they lay eggs exclusively on milkweed plants as that is the only food the caterpillars can eat. Mass adult migrations occur from August to October.

Potential for Occurrence

During biological survey efforts the species host plant, broadleaf milkweed, was observed within the BSA within the Native Planting Area, which provides suitable breeding habitat for the monarch butterfly. According to the Western Monarch Milkweed Mapper, there are no occurrences of the species within Sutter's Landing Regional Park; however, there is one occurrence located near McKinley Park approximately 0.75 miles south of the BSA (2025). There are no documented CNDDB occurrences of the species within 10 miles. Due to the presence of milkweed on site along with the nearby occurrence, this species has low potential to occur within the BSA.

Potential Impacts to Monarch Butterfly

No impacts to the native planting area within the BSA are proposed, therefore no impacts to milkweed, the monarch butterfly's host plant, are expected. No other milkweed was observed anywhere within the BSA.

Mitigation Measures for Monarch Butterfly

Mitigation Measure **BIO-6** and **BIO-7** will be implemented to reduce potential impacts to monarch butterfly and its associated breeding habitat to a less than significant level.

Discussion of Chinook Salmon–Central Valley Spring-Run ESU

Chinook salmon–Central Valley Spring-Run (CVSR) ESU is listed as threatened under the FESA (70 Federal Register [FR] 37160, June 28, 2005) and is under the jurisdiction of NMFS. Chinook salmon–CVSR ESU are anadromous fish that spend part of their life cycle in freshwater and part in salt water. Adults typically leave the ocean between January and May, entering freshwater from March to July. After migrating up rivers, they hold in deep pools with cool, well-oxygenated water during the summer months before spawning in the fall, usually between September and October. Eggs hatch in late fall or early winter, and the fry emerge from the gravel nests (redds) about 4 to 6 weeks later. Juvenile Chinook salmon–CVSR ESU typically spend 3 to 12 months in freshwater before migrating downstream through the Sacramento River system and into the Delta, eventually reaching the ocean. Once in the ocean, they mature over a period of 2 to 4 years before returning to their natal streams to spawn and complete their life cycle (Dokken 2025a).

Historically, Chinook salmon–CVSR ESU were abundant in the rivers and tributaries of the Sacramento and San Joaquin River systems. Population numbers have drastically declined due to habitat loss, water diversions, and barriers such as dams. Many populations were thought to be extirpated from the San Joaquin River, but restoration efforts have led to the reintroduction of small populations in some tributaries. Upon entering freshwater, salmon hold in deep pools until flows increase enough to allow access to upstream spawning areas.

Chinook salmon–CVSR ESU are semelparous, meaning they die after spawning once. The species can tolerate a range of water temperatures, but optimal holding temperatures range between 52°F to 60°F, while ideal temperatures for egg incubation and juvenile rearing range from 50°F to 55°F (Dokken 2025a).

Potential for Occurrence

The Lower American River is known to support this species and is designated as Critical Habitat for the species. The Nimbus Fish Hatchery, located in Folsom, California, also raises Chinook Salmon–CVSR ESU for release into the American River. The only CNDDB occurrence in the 10-mile buffer is located approximately 4.1 miles southwest within the Sacramento River Deep Water Ship Channel; however, there are other records from CDFW of this species within the American River. This species is presumed present within the American River.

Potential Impacts to Chinook Salmon–CVSR ESU

Construction work for the Project will primarily occur within riparian habitat, outside of suitable aquatic habitat for the species. No dewatering or in-water work is proposed as part of the trail construction, as work will be scheduled during periods of low water levels in accordance with measure **BIO-8** described below. In addition, during the June 2025 biological survey, the mapped OHWM of the American River was observed to be dry and inaccessible to Chinook salmon–CVSR ESU.

The adjacent riparian woodland is considered essential fish habitat (EFH) for Chinook salmon–CVSR ESU, as it plays a crucial role in providing shade, stabilizing the bank, and provides a source of food and shelter for juvenile Chinook salmon–CVSR ESU. Temporary removal of riparian vegetation may reduce shading, elevate water temperatures, and destabilize the riverbank, collectively diminishing habitat quality for Chinook salmon–CVSR ESU.

Construction activities associated with the Project have the potential to indirectly impact Chinook salmon–CVSR ESU. Direct impacts, such as physical injury or mortality, are not anticipated, as no in-water work or dewatering will occur. If any fish are present within the adjacent American River during construction of the Project, construction-related noise and vibration, particularly from heavy equipment, may disrupt migration routes or spawning behavior, potentially resulting in delayed migration, habitat avoidance, or unsuccessful reproduction. Additionally, accidental spills of fuel or other contaminants could degrade water quality.

Informal Section 7 consultation under the FESA may be required for this species. Implementation of species-specific avoidance and minimization measures, as well as compliance with all measures prescribed by the NMFS in the final Biological Opinion, will reduce potential impacts to Chinook salmon–CVSR ESU and their habitat to the extent feasible.

Mitigation Measures for Chinook Salmon–CVSR ESU

To avoid direct and indirect effects of the Project on Chinook Salmon Central Valley Spring-Run ESU, mitigation measure **BIO-8** will be implemented.

Discussion of Chinook Salmon–Sacramento River Winter-Run ESU

The Chinook salmon–Sacramento River Winter-Run (SRWR) ESU is listed as endangered under FESA (59 FR 440, June 28, 1994) and is under the jurisdiction of the NMFS. Chinook salmon–SRWR ESU are anadromous fish, meaning they migrate between freshwater and salt water during their life cycle. Adults typically leave the ocean between November and May, entering freshwater from December through early July. After migrating upriver, they hold in deep, cold-water pools with high oxygen levels during the summer months before spawning in the late summer, usually between May and August. Their eggs incubate in the gravel beds

and hatch in late summer or early fall, with fry emerging from the redds about 4 to 6 weeks later. Juvenile Chinook salmon–SRWR ESU typically spend 5 to 10 months in fresh water before migrating downstream through the Sacramento River system and into the Delta, eventually reaching the ocean. Once in the ocean, they mature over a period of 2 to 4 years before returning to their natal streams to spawn and complete their life cycle (Dokken 2025a).

Historically, Chinook salmon–SRWR ESU were abundant in the upper Sacramento River and its cold-water tributaries, particularly areas that are now blocked by Shasta and Keswick Dams. Their populations have drastically declined due to habitat loss, water diversions, and migration barriers.

Unlike other Chinook salmon runs, Chinook salmon–SRWR ESU rely on the cold-water releases from Shasta Reservoir to sustain their summer holding and spawning periods, as they require cooler water temperatures for successful reproduction. Restoration efforts, such as the use of the Livingston Stone National Fish Hatchery and habitat enhancement projects, have aimed to stabilize and support the remaining populations. Upon entering fresh water, Chinook salmon–SRWR ESU hold in deep pools until suitable spawning conditions become available in the upper Sacramento River.

SRWR Chinook salmon are semelparous, meaning they die after spawning once. The species can tolerate a range of water temperatures, but optimal holding temperatures range between 50°F to 58°F, while ideal temperatures for egg incubation and juvenile rearing range from 50°F to 55°F (Dokken 2025a).

Potential for Occurrence

The Lower American River is known to support this species. The Nimbus Fish Hatchery, located in Folsom, California, also raises Chinook Salmon–SRWR ESU for release into the American River. The only CNDDB occurrence in the 10-mile buffer is located approximately 4.1 miles southwest within the Sacramento River Deep Water Ship Channel; however, there are other records from CDFW of this species within the American River. This species is presumed present within the American River.

Potential Impacts to Chinook Salmon–SRWR ESU

Construction work for the Project will primarily occur within riparian habitat, outside of suitable aquatic habitat for the species. No dewatering or in-water work is proposed as part of the trail construction, as work will be scheduled during periods of low water levels in accordance with measure **BIO-8**. In addition, during the June 2025 biological survey, the mapped OHWM of the American River was observed to be dry and inaccessible to Chinook salmon–SRWR ESU. The adjacent riparian woodland is considered EFH for Chinook salmon–SRWR ESU, as it plays a crucial role in providing shade, stabilizing the bank, and provides a source of food and shelter for juvenile Chinook salmon–SRWR ESU. Temporary removal of riparian vegetation may reduce shading, elevate water temperatures, and destabilize the riverbank, collectively diminishing habitat quality for Chinook salmon–SRWR ESU.

Construction activities associated with the Project have the potential to indirectly impact Chinook salmon–SRWR ESU. (Direct impacts, such as physical injury or mortality, are not anticipated, as no in-water work or dewatering will occur.) If any fish are present within the adjacent American River during construction of the Project, construction-related noise and vibration, particularly from heavy equipment, may disrupt migration routes or spawning behavior, potentially resulting in delayed migration, habitat avoidance, or unsuccessful

reproduction. Additionally, accidental spills of fuel or other contaminants could degrade water quality.

Informal Section 7 consultation under the FESA may be required for this species. Implementation of species-specific avoidance and minimization measures, as well as compliance with all measures prescribed by the NMFS in the final Biological Opinion, will reduce potential impacts to Chinook salmon–SRWR ESU and their habitat to the extent feasible.

Mitigation Measures for Chinook Salmon–SRWR ESU

Mitigation Measure **BIO-8** will serve to protect water quality and reduce potential impacts to the Chinook Salmon–SRWR ESU.

Discussion of Northwestern Pond Turtle

The northwestern pond turtle (NWPT; *Actinemys marmorata*) is a freshwater turtle that occurs in northern California south along the Sierra Nevada Mountains and the Coast Range down to Monterey and Kern Counties. The species is semi-aquatic, requiring both aquatic and terrestrial habitats that are within proximity and connected to one another. NWPTs occur in a range of permanent and ephemeral water bodies in a variety of habitat types ranging from urban to rural. Aquatic habitat such as ponds, lakes, rivers, streams, creeks, marshes, wetlands and irrigation ditches are required by the species for breeding, foraging, overwintering, basking and sheltering. Preferred aquatic habitats have abundant basking sites, underwater shelter sites (undercut banks, submerged vegetation, mud, rocks and/or logs), and standing or slow-moving water. Upland terrestrial habitat is required for nesting, aestivation, basking and dispersal. Suitable upland habitat is characterized by having sparse vegetation with short grasses and little to no canopy cover to allow for exposure to direct sunlight (Dokken 2025a). Essential habitat components for NWPT consist of aquatic habitat, upland habitat and basking sites. NWPTs engage in both emergent and aquatic basking, which is essential for thermoregulation and physiological functions such as metabolism, digestion, reproduction and growth. Emergent basking takes place on logs, rocks, emergent vegetation, shorelines and other substrate located within and/or adjacent to aquatic habitat. Aquatic basking takes place in shallow waters or in submerged vegetation (Dokken 2025a). The NWPT is known to exhibit courtship behaviors from April through November with nesting occurring from late May until the middle of July. Gravid female turtles leave the water and move into upland habitats to excavate a nest in compact, dry soils that are 3 to 400 meters from water. In northern California, hatchlings overwinter in the nest chamber and emerge in spring to begin migration from their nests to aquatic habitat (Dokken 2025a).

The NWPT was federally proposed to be listed as a threatened species on October 3, 2023, under FESA (88 FR 68370). Extensive land conversion from agricultural and urban development has fragmented and degraded aquatic and upland habitat for the species throughout its range. Impacts of development include increased channelization and siltation, a reduction in aquatic vegetation and fewer or less favorable basking sites (Dokken 2025a). Competition for basking sites and food resources with invasive species such as the red-eared slider also threatens the NWPT.

Potential for Occurrence

Although NWPT is known to occur within the American River, the river channel present within the BSA is not preferred habitat by the species due to fast-moving flows, as well as a lack of basking habitat (logs, rocks, cattail mats) and emergent vegetation. The nearest documented CNDDB occurrence of the species is approximately 5.6 miles northeast of the BSA at Don

Julio Creek at the McClellan Air Base, recorded in 1995. There is also a recent iNaturalist occurrence of the species directly east of the BSA in which a pond turtle was observed basking on downed tree branches in the river (2021). However, there is more basking habitat available upstream and downstream of the BSA. Due to the nearby presence of suitable habitat, this species has a low potential to occur. No individuals were observed within the BSA during the June 2025 biological survey.

Potential Impacts to NWPT

Construction activities associated with the Project, particularly below the OHWM of the American River and within the riparian corridor, such as grading, vegetation clearing, equipment staging, and temporary access could disturb or degrade potential nesting sites, or temporarily disturb areas used by turtles for dispersal or foraging. While the immediate BSA is not ideal turtle habitat, individuals could still pass through from higher-quality habitat upstream. With proper avoidance measures such as pre-construction clearance surveys and biological monitoring these potential impacts can be effectively minimized. Construction activities may temporarily impact potentially suitable upland habitat for the northwestern pond turtle.

Mitigation Measures for NWPT

To avoid direct and indirect effects of the Project on the NWPT, mitigation measure **BIO-9** will be implemented.

Discussion of Purple Martin

The purple martin (*Progne subis*) is not a state or federally listed species but is a CDFW species of SSC. Purple martin migrates and is present in California during the summer. This species can inhabit valley foothills and montane hardwood/hardwood-conifer, coniferous, or riparian habitats. Purple martin prefers nesting in tall, old, isolated tress or snags, or former woodpecker cavities in open forest or woodland in proximity to a body of water and is associated with closed-cone pine-cypress, ponderosa pine, Douglas-fir, and redwood. The species also frequently nests within former woodpecker cavities and may nest in human-made structures such as nesting boxes, under bridges and in culverts.

Potential for Occurrence

The BSA contains riparian woodland habitat and is adjacent to the American River which may provide suitable foraging habitat for the species. Although purple martins may occur within the BSA, nesting is unlikely due to their reliance on human-made structures for nesting within Sacramento and Placer Counties. Additionally, no individuals were observed during the June 2025 biological survey. However, there are two iNaturalist records from 2015 and 2017 document the species within Sutter's Landing Regional Park, which borders the BSA. These records indicate individuals were foraging (flying over) the area, not nesting. The nearest CNDDB occurrence is located approximately 2 miles northeast of the BSA, at the El Camino Overpass in which the birds were nesting in weep holes in the overpass (2003). Based on the suitable foraging habitat and nearby occurrences, this species has a low potential to occur within the BSA.

Potential Impacts to Purple Martin

In Sacramento, purple martins often nest in crevices under elevated freeway structures or in large cavities in standing trees. The purple martin has the potential to occur within snags, or mature trees within the BSA. Vegetation removal required for trail construction includes trimming and/or removal of trees within riparian woodland habitat, which could result in the loss of potential nesting or roosting sites, as well as reduce foraging habitat by altering insect-

rich open space adjacent to the river. To minimize potential impacts**,** pre-construction nesting bird surveys should be conducted to identify and protect any active nests in compliance with the MBTA.

Mitigation Measures for Purple Martin

To avoid direct and indirect effects of the Project on the purple martin, mitigation measure **BIO-10** will be implemented.

Discussion of Steelhead–California Central Valley DPS

Steelhead–California Central Valley (CCV) DPS is listed as threatened under FESA (63 FR 13347, March 19, 1998) and is under the jurisdiction of NOAA Fisheries. This DPS consists of steelhead in the Sacramento and San Joaquin River basins in the Central Valley. Steelhead Steelhead–CCV DPS are anadromous fish that spend part of their life cycle in freshwater and part in salt water. The species was once abundant in California coastal and Central Valley drainages. Population numbers have declined significantly, especially in the tributaries of the Sacramento River (Dokken 2025a). The species spawns in small, freshwater streams where the young remain from one to several years before migrating to the ocean to feed and grow. Adults return to their natal streams to spawn and complete their life cycle. Juvenile steelhead–CCV DPS typically migrate to marine waters after spending two years in cool, clear, fast-flowing permanent streams and rivers where they reside for 2 or 3 years prior to returning to their natal stream to spawn at 4 or 5 years old (Dokken 2025a). All steelhead–CCV DPS today are winter-run fish, beginning their upstream migrations to freshwater during peak flows between December and February. Upon entering fresh water, they remain until flows are high enough in tributaries to enter for spawning. Spawning typically occurs from February to April (Dokken 2025a). Steelhead–CCV DPS may survive a wide temperature gradient, but optimal immigration and holding temperatures are 46°F to 52°F and optimal growing temperatures for juveniles are 59°F to 64.4°F (Dokken 2025a).

Potential for Occurrence

The Lower American River is known to support this species and is designated as Critical Habitat for the species. The Nimbus Fish Hatchery, located in Folsom, California, also raises steelhead–CCV DPS for release into the American River. Due to the presence of habitat and known occurrence, this species is presumed present.

Project Impacts to Steelhead–CCV DPS

Construction work for the Project will primarily occur within riparian habitat, outside of suitable aquatic habitat for the species. No dewatering or in-water work is proposed as a result of the trail construction, as work will be scheduled during periods of low water levels in accordance with measure **BIO-8**. In addition, during the June 2025 biological survey, the impacted area within the American River was observed to be dry and inaccessible to steelhead–CCV DPS.

Construction activities associated with the Project have the potential to indirectly impact steelhead–CCV DPS. (Direct impacts, such as physical injury or mortality, are not anticipated, as no in-water work or dewatering will occur.) If any fish are present within the adjacent American River during construction of the Project, construction-related noise and vibration, particularly from heavy equipment, may disrupt migration routes or spawning behavior, potentially resulting in delayed migration, habitat avoidance, or unsuccessful reproduction. Additionally, accidental spills of fuel or other contaminants could degrade water quality. Temporary removal of riparian vegetation may reduce shading, elevate water temperatures, and destabilize the riverbank, collectively diminishing habitat quality for steelhead–CCV DPS.

Informal Section 7 consultation under the FESA may be required for this species. Implementation of species-specific avoidance and minimization measures, as well as compliance with all measures prescribed by the NMFS in the final Biological Opinion, will reduce potential impacts to steelhead and their habitat to the extent feasible.

Mitigation Measures for Steelhead–CCV DPS
Mitigation Measure **BIO-8** will serve to protect water quality and reduce potential impacts to steelhead–CCV DPS.

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

Effect can be mitigated to less than significant. Habitats are considered to be of special concern based on federal, state, or local laws regulating their development; limited distributions; and/or the habitat requirements of special-status plants or animals occurring on site. Wetlands and WOTUS are also considered sensitive by both federal and state agencies. Within the BSA, the perennial stream channel (American River), riparian woodland and riparian scrub habitats have been identified as natural communities of special concern. **Figure 8. Project Impacts** outlines the impacts to sensitive habitat communities within the BSA. Project impacts and proposed mitigation measures for the American River and associated riparian vegetation are discussed in their respective sections below. As previously described, the proposed Project includes restoration and habitat enhancement of approximately 5 acres directly adjacent to Sutter's Landing Beach that will compensate for any Project impacts.

Discussion of American River

The American River originates in eastern Placer County in the Tahoe National Forest. It flows initially to the west and then southwest, passing through Folsom Lake and into the City of Sacramento. The BSA is just upstream of the American River's confluence with the Sacramento River. Flows within this portion of the American River are influenced by water releases generated by the Nimbus Dam regulated by the U.S. Bureau of Reclamation. The American River supports a diverse range of wildlife and serves as a popular destination for recreational activities.

Project Impacts to the American River
No temporary or permanent impacts to the American River are anticipated as a result of construction. All work will be performed above the OHWM of the channel.

Mitigation Measures for American River
Mitigation measures **BIO-1** through **BIO-4** will be incorporated into the Project to reduce potential impacts to jurisdictional waters and natural communities of special concern to a less than significant level.

Discussion of Riparian Woodland

The BSA includes a riparian woodland habitat that encompasses the south bank of the American River. This community is dominated by a variety of native, mature trees including valley oak, box elder, Oregon ash, Fremont cottonwood, northern California black walnut, California sycamore, arroyo willow, and Gooding's willow. The understory is comprised of Himalayan blackberry, California rose, wild grape, and various grasses. Elderberry shrub patches are also common throughout the community. During the June 2025 biological survey, there was a high level of bird activity observed throughout the riparian woodland habitat.

Project Impacts to Riparian Woodland
Construction of the paved trail down to Sutter's Landing Beach as well as the two ADA trails will permanently impact approximately 0.05 acres of riparian woodland habitat. Permanent impacts are due to paving the trail within riparian habitat which will require tree removal and/or trimming. In addition, cut and fill limits associated with the ADA trails will result in approximately 0.05 acres of temporary impacts to riparian woodland habitat (**Figure 8. Project Impacts**).

Mitigation Measures for Riparian Woodland
Avoidance and minimization measures **BIO-1 through BIO-5** will be implemented as part of the Project to reduce impacts on riparian woodland habitat to a less than significant level. Mitigation will be required for all trees removed with a dbh greater than 4 inches. Final mitigation requirements will be determined in coordination with CDFW during the acquisition of the1602 Lake and Streambed Alteration Agreement.

Discussion of Riparian Scrub

In addition to riparian woodland, the south bank of the American River within the BSA also supports riparian scrub habitat. This habitat typically occurs along waterways and is characterized by dense growth of shrubs and small trees adapted to wet conditions and periodic flooding. Within the BSA, riparian scrub is primarily dominated by narrowleaf willow, which forms bands along the riverbank. In some areas, an understory of native California blackberry is also present. Riparian scrub covers approximately 0.68 acre of the BSA and extends below the OHWM of the American River.

Project Impacts to Riparian Scrub
No temporary or permanent impacts to riparian scrub habitat are anticipated as a result of the proposed Project.

Mitigation Measures for Riparian Scrub
Avoidance and minimization measures **BIO-1 through BIO-5** will be implemented as part of the Project to reduce impacts on riparian scrub habitat to a less than significant level.

V:\3206_Sutters Landing ADA\Biology\Biology.aprx

Source: Google Earth; Dokken Engineering 10/3/2025; Created By: dmendoza

N

0 25 50 Feet

Figure 8
Project Impacts

Sutter's Landing Park ADA River Access Trail Project
City of Sacramento, Sacramento County, California

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce impacts related to biological resources to a less than significant level.

BIO-1: Every individual working on the Project must attend a biological awareness training session conducted by the Project biologist. This training program will include information regarding the sensitive habitats and an overview of special-status wildlife species that may be encountered within the work area. During the environmental awareness training, construction personnel will be briefed on the status of the beetle, the need to avoid damage to the elderberry host plant, and the possible penalties for not complying with these requirements.

BIO-2: Prior to the start of construction activities, the Project limits adjacent to the American River and riparian corridor will be marked with flagging, staking, or high visibility fencing to ensure construction will not further encroach into adjacent sensitive resources.

BIO-3: Best Management Practices will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g., oils, fuels):

- Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants.
- All erosion control measures and storm water control measures will be properly incorporated and maintained.
- All construction materials will be hauled off-site after completion of construction.
- A chemical spill kit must be kept on site and available for use in the event of a spill.

BIO-4: Secondary containment consisting of plastic sheeting or other impermeable material will be used during refueling to prevent petroleum products or other potentially harmful chemicals from contaminating the soil or directly or indirectly entering the American River and associated riparian corridor. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).

BIO-5: After construction, temporary disturbed areas will be re-seeded with native grasses and forbs.

BIO-6: The contractor must not apply rodenticide or herbicide within the Project area during construction-related activities.

BIO-7: Individual milkweed (*Asclepias*) plants within the BSA must be protected in place and not removed during construction. If necessary, individual plants may be relocated to an area outside of the Project area.

BIO-8: Work within or near the American River will be scheduled during periods of low water levels or within designated in-water work windows as determined through consultation with the National Marine Fisheries Service.

BIO-9: The Project biologist will complete a clearance survey for northwestern pond turtle immediately prior to initiating work near the American River as well as initiating clearing/grubbing in the riparian corridor.

If a northwestern pond turtle is encountered during construction activities, construction activities will be suspended in a 100-foot radius of the animal until the animal leaves the Project site on its own volition. If necessary, the Project biologist will notify the Wildlife Agencies to determine the appropriate procedures related to relocation. Any worker who inadvertently injures or kills a northwestern pond turtle or who finds one dead, injured, or entrapped must immediately report the incident to the Project biologist.

BIO-10: If vegetation removal or ground disturbance is planned to occur during the nesting season (February 1st–August 31st), the Project biologist will conduct a pre-construction nesting bird survey within 5 days prior to vegetation removal or ground disturbance. Within 2 weeks of the nesting bird survey, all vegetation cleared by the Project biologist will be removed from the Project site.

If an active nest is discovered, the Project biologist will determine the appropriate no-work buffer. The buffer will remain in place until after the young have fledge, as determined by the Project biologist. Alternatively, the buffer may be removed if the Project biologist determines the nest is no longer active (e.g., predated, failed, abandoned, etc.).

BIO-11: During the spring/summer season prior to construction the Project biologist must conduct pre-construction Swainson's hawk protocol-level surveys within the Project area plus a 0.25 mile buffer in accordance with California Department of Fish and Wildlife's guide for Swainson's Hawk Technical Advisory Committee. Pre-construction surveys will determine if active nests are present within the Project area or within 0.25 mile of Project activities. If an active nest is discovered within the survey area the Project biologist will determine the appropriate avoidance strategies (e.g., monitoring, no-work buffers, work windows, temporary sound/noise barriers, etc.) to avoid take of the nest and will coordinate with CDFW as needed.

BIO-12: To avoid and minimize adverse effects to VELB, removal or trimming of elderberry shrubs will occur between November and February.

BIO-13: Prior to initiating construction, an ESA fence will be installed with a 20-foot buffer around elderberry shrubs that will be protected in place within or adjacent to the Project area if the outer edges of their outer dripline extend within 20 feet of the Project impact area. The ESA will be positioned as far from the shrubs as practicable and will be installed under the direction of a USFWS-approved biologist.

BIO-14: To prevent fugitive dust from drifting into adjacent habitat, all clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, demolition activities, or other dust generating activities will be effectively controlled for fugitive dust emissions utilizing application of water or by presoaking.

BIO-15: A USFWS-approved biologist will be present to oversee all elderberry shrub relocation, trimming or removal.

BIO-16: No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant will be used within 100 feet of elderberry shrubs with one or more stems measuring one inch or greater in diameter at ground level.

BIO-17: In accordance with the American River Parkway Plan, any elderberry shrub that the project cannot avoid must be excavated and relocated to a suitable area within the American River Parkway. Additional elderberry seedlings and associated native plants must be planted at a ratio prescribed in Table 3.

FINDINGS

Incorporation of the Mitigation Measures **BIO-1** through **BIO-17** will ensure that impacts are reduced to a less-than-significant level. The Project would have no additional Project-specific environmental effects relating to Biological Resources. The Project would result in no additional significant environmental effects beyond what was previously anticipated in the Master EIR.

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?		X	
B) Directly or indirectly destroy a unique paleontological resource?			X
C) Disturb any human remains?		X	

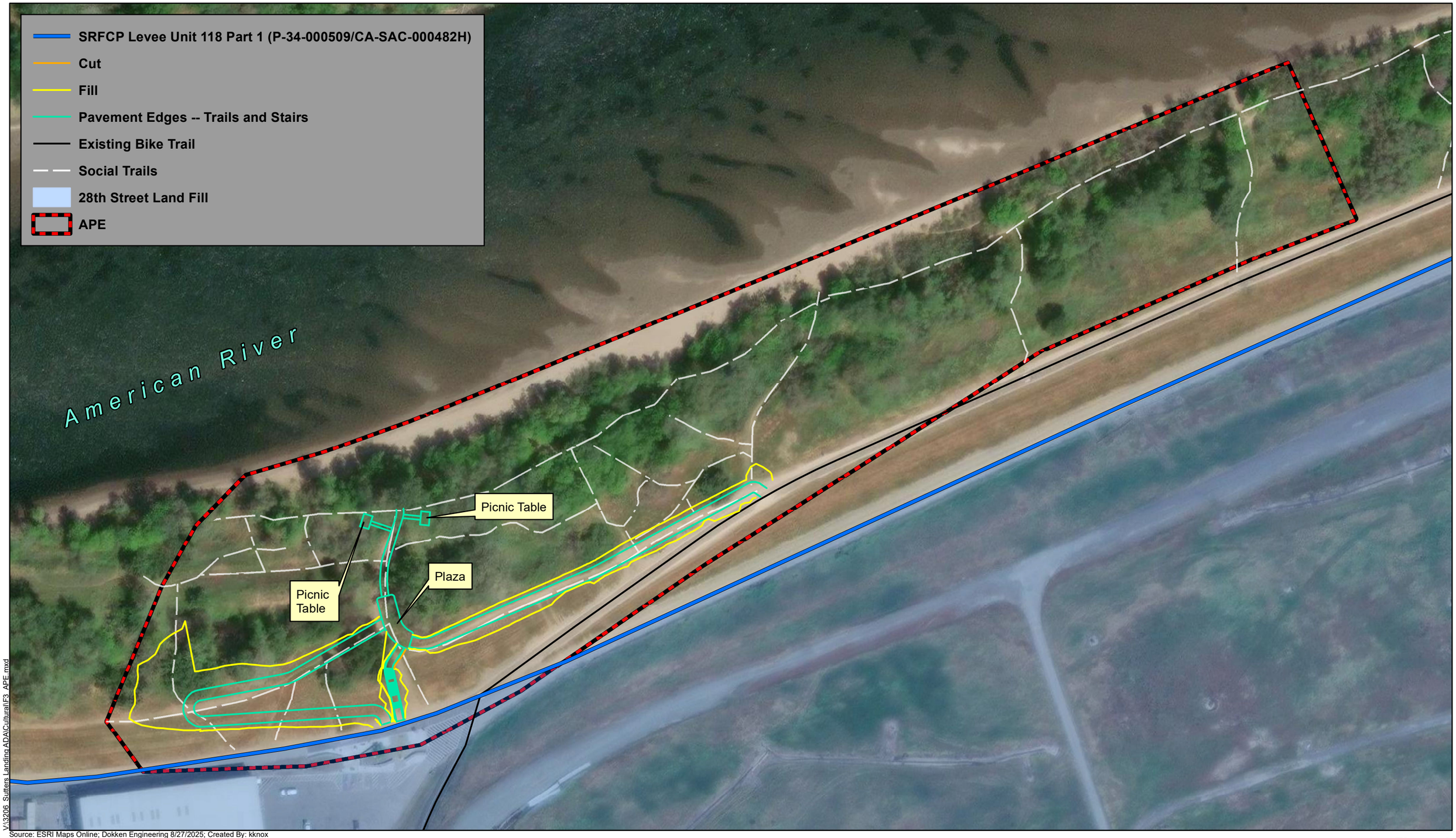
Cultural Resources

ENVIRONMENTAL SETTING

The City and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the City. Human burials outside of formal cemeteries often occur in prehistoric contexts. Areas of high sensitivity for archaeological resources, as identified in the 2040 General Plan Background Report, are located within close proximity to the Sacramento and American Rivers and other watercourses.

The Project area is located within the Sacramento Valley in Sacramento County, California, within an unsectioned portion of Township 9 North, Range 5 East, of the Mount Diablo Meridian as depicted on the Sacramento, California United States Geological Survey (USGS) 7.5-minute quadrangle. The Project lies just north of downtown Sacramento along the American River. Historic activities within the Project area have included agriculture and recreation, but the main focus has been waste management, electrical generation, and levee construction and maintenance. Presently, the City has reclaimed much of the inactive landfills and incorporated them into Sutter's Landing Park.

The Area of Potential Effects (APE) is defined to include all ground disturbing activities required for the construction of the stairs down the Sacramento River Flood Control Project (SRFCP) Levee Unit 118 (9-feet 8-inches wide), ADA access trail (12-feet-wide), plaza (40-feet-wide), and proposed habitat restoration. The horizontal APE comprises approximately 8 acres and consists of proposed access improvements over the top of the SRFCP Levee Unit 118, down the northern face of the SRFCP Levee Unit 118, between the SRFCP Levee Unit 118 and the south bank of the American River, and habitat improvement throughout the entire construction area, plus an area up to 700 feet east of the proposed construction (**Figure 9. APE**).



V:\3206_Sutters Landing ADA\Cultural\F3_APE.mxd

Source: ESRI Maps Online; Dokken Engineering 8/27/2025; Created By: kknox

1 inch = 100 feet

0 50 100 150 200 250 Feet

Figure 9
Area of Potential Effects
Sutter's Landing Park ADA River Access Trail Project
City of Sacramento, Sacramento County, California

One historic landfill, 28th Street Landfill, is within and adjacent to the APE (**Figure 9. APE**). The property is owned by the City and was formally utilized for waste disposal from the 1960s until 1994 when dumping was halted. Final closure of the landfill was completed in 1997. The portion of the landfill west of 28th Street has been capped with 5 feet of soil and clay. The portion of the landfill east of 28th Street has been capped with approximately 4 feet of soil, concrete, and asphalt. Portions of the closed landfill have been redeveloped as Sutter's Landing Park including trails, a dog park, and solar farm (Dokken 2025b). The 28th Street Landfill overlaps slightly with the western portion of the APE and borders the remainer of the APE to the south. The vertical APE of this Project does not extend into any historic landfill deposits located beneath the fill, and therefore this historic landfill is not within the APE.

REGULATORY FRAMEWORK

Federal

The National Historic Preservation Act (NHPA) of 1966 is the primary Federal legislation which outlines the Federal government's responsibility to cultural resources. More specifically, Section 106 of the NHPA and its implementing regulations located at 36 CFR Part 800, outline the Federal government's responsibility in identifying and evaluating cultural resources.

Section 106 of the NHPA requires the Federal government to take into account the effects of an undertaking on cultural resources listed on and eligible for listing on the National Register of Historic Places (NRHP) and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. Those resources that are on or eligible for inclusion in the NRHP are referred to as historic properties. The 36 CFR Part 800 regulations describe the Section 106 process. They outline the steps the Federal agency takes to identify cultural resources and the level of effect that the proposed undertaking will have on historic properties. An undertaking is defined as any:

"…Project, activity or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including:

A. Those carried out by or on behalf of the agency.
B. Those carried out with Federal assistance.
C. Those requiring a federal permit, license, or approval; and
D. Those subject to state or local regulation administered pursuant to a delegation or approval by a Federal agency [Section 301(7) 16 U.S.C. 470w(7)]"

It is the initiation of an undertaking that begins the Section 106 process. Once an undertaking is initiated the Federal agency must first determine if the action is the type of action that has the potential to affect historic properties. If the action is the type of action that has the potential to affect historic properties, the Federal agency must 1) identify the APE, 2) determine if historic properties are present within the APE, 3) determine the effect that the undertaking will have on historic properties, and 4) consult with the appropriate State Historic Preservation Officer (SHPO) to seek concurrence on Federal agencies findings.

In addition, the Federal agency is required through the Section 106 process to consult with Native American tribes if the undertaking may affect historic properties to which Native American tribes have attached religious and cultural significance. If the undertaking would result in adverse effects to historic properties, these adverse effects must be resolved in consultation with the SHPO, and other parties identified during the Section 106 process before the undertaking can proceed to implementation.

State

CEQA established statutory requirements for establishing the significance of historical resources in PRC Section 21084.1. The CEQA Guidelines (Section 10564.5[c]) also require consideration of potential project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC Section 21083.2. These two PRC sections operate independently to ensure that significant potential impacts on historical and archaeological resources are considered as part of a project's environmental analysis. Historical resources, as defined in Section 15064.5 of the CEQA regulations, include 1) cultural resources listed in or eligible for listing in the California Register of Historical Resources (CRHR); 2) cultural resources included in a local register of historical resources; 3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a project may have a significant effect on the environment if the project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect state-owned resources that meet NRHP listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC Section 21083.2(i) CCR Section 15064.5[d and f]).

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:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of such resources.

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

The Master EIR evaluated the potential effects of development under the 2040 General Plan on prehistoric and historic resources. See Chapter 4.5.

The following policies from the Historic and Cultural Resources (HCR) Element, related to cultural resources are relevant to the proposed Project: **Policy HCR-1.1** Preservation of Historic and Cultural Resources, Landscapes, and Site Features; **Policy HCR-1.2** Maintenance and Preservation; **Policy HCR-1.5** Historic Surveys and Context Statements; Policy HCR-1.6 Early

Project Consultation; **Policy HCR-1.7** Contextual Features; **Policy HCR-1.8** Ongoing Maintenance; **Policy HCR-1.13** Indigenous Cultures. **Policy HCR-1.14** Archaeological, Tribal, and Cultural Resources; **Policy HCR-1.15** Treatment of Native American Human Remains; **Policy HCR-1.16** Endemic Traditions; **Policy HCR-1.17** Evaluation of Archeological Resources; and **Policy HCR-1.18** Evaluation of Potentially Eligible Built Environment Resources.

The Master EIR concluded that implementation of the 2040 General Plan would have a significant and unavoidable effect on historic resources and archaeological resources. (Impacts 4.5-1 through 3)

ANSWERS TO CHECKLIST QUESTIONS

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

Effects can be mitigated to less than significant. In an effort to identify historic properties that might be affected by the undertaking, a review of records on file at the NCIC, archival research, a review of historic aerial photos and topographic maps, and a ground surface inventory were conducted. A segment of Levee Unit 118 Part 1, a component of the SRFCP water management system, is located within the horizontal and vertical extents of the Project APE. The SRFCP is an historic property, determined eligible for inclusion in the NRHP, with SHPO consensus, under Criterion A. The Levee Unit 118 Part 1 component of the SRFCP has been determined not eligible for NRHP inclusion under any criteria, both individually and as a contributing element to the SRFCP, also with SHPO consensus. As such, the segment of Levee Unit 118 Part 1 within the APE does not meet historic property requirements. No additional indigenous, historic-era, or built environment resources were identified as a result of field survey conducted on July 1, 2025.

The buried archaeological site potential in the APE was assessed through geomorphological analysis and records research results and was found to vary across the APE based on historic disturbances and depth of proposed activities. While the overall sensitivity for buried sites is low through the majority of the APE, the sensitivity for buried sites is moderate for work that will take place on the SRFCP Levee Unit 118.

Project impacts would be limited to the portion of the SRFCP Levee Unit 118 Part 1 segment within the APE, and the proposed Project would result in no effect to the SRFCP as a whole. As such, the Project would have no effect to historical resources, per CEQA Guidelines 15064.5.

Lastly, while no indigenous or historic-era archaeological resources have been noted within the APE, and the potential of encountering intact archaeological resources is considered low overall, implementation of **CR-1** would reduce potential impacts to less-than-significant.

B) Directly or indirectly destroy a unique paleontological resource?

No additional significant environmental effect. The Master EIR states there are no known unique paleontological resources within the Planning Area, but the sediments of the Great Valley could contain well-preserved fossils. The Master EIR does not identify any unique geologic features within the General Plan Planning Area.

Project activities are focused on importing fill into the area rather than grading. Grading, ranging from approximately 6 inches to 1 foot in depth, would occur along the proposed ADA

access paths and plaza construction. Although the extent of earthwork would be minimal, there remains a potential to encounter previously undiscovered paleontological resources. Implementation of **CR-1** would minimize potential impacts. Since there are no known unique paleontological resources within the Planning Area and earthwork associated with the Project is minimal, the Project would have no additional significant effects that were not evaluated in the Master EIR.

C) Disturb any human remains?

Effects can be mitigated to less than significant. Given the disturbed nature of the Project site, intact cultural resources are not likely to be found on-site during grading and construction activities. However, due to the continuous occupation of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, the possibility exists that previously unknown resources could be encountered during ground-disturbing activities associated with development of the Project. If human remains are discovered during the construction of the project, the implementation of measure **CR-2** will ensure the appropriate procedures are followed to determine the nature of the remains.

MITIGATION MEASURES

CR-1: If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist who meets or is overseen by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards in Archaeology can assess the significance of the find and develop a plan for documentation and treatment of resources. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.

CR-2: Section 5097.94 of the PRC and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the County coroner should be notified immediately. At the same time, an archaeologist who meets or is overseen by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards in Archaeology should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the NAHC within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

FINDINGS

Incorporation of the Mitigation Measures **CR-1** through **CR-2** will ensure that impacts are reduced to a less-than-significant level. The Project would have no additional Project-specific environmental effects relating to Cultural Resources. The Project would result in no additional significant environmental effects beyond what was previously anticipated in the Master EIR.

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?			X
B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X

Energy

ENVIRONMENTAL SETTING

Sacramento Municipal Utility District (SMUD) is a community-owned and not-for-profit utility that provides electric services to 900 square miles, covering most of Sacramento County and small portions of Placer County (SMUD 2025). Pacific Gas and Electric (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 (PG&E 2025). SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City and the Project area.

Energy demand related to the proposed Project would be limited to energy consumed by equipment and vehicles used during Project construction and routine maintenance activities.

REGULATORY FRAMEWORK

Federal and State

Energy Policy and Conservation Act, and CAFE 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 program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Four Energy Policy and Conservation Acts have been passed, in 1992, 2005, 2007, and 2020 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 (EP) Act of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. The EP Act includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EP Act 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 EP Act. 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 EP 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 2019 California Energy Efficiency Action Plan has three primary goals for the state: double energy efficiency savings by 2030 relative to a 2015 base year (per SB 350), expand energy efficiency in low-income and disadvantaged communities, and reduce greenhouse gas emissions from buildings. 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 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 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 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. The 2019 California Energy Code is designed to move the State closer to its zero-net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the electricity needs of each residential unit (California Code of Regulations [CCR], Title 24, Part 6, Section 150.1(c)4). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency standards will result in a 53 percent reduction in new residential construction as compared to the 2016 California Energy Code. Non-residential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). 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.

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.

Local

Sacramento Climate Action Plan

The Sacramento Climate Action Plan (CAP) was adopted on February 14, 2012, by the Sacramento City Council. The Sacramento CAP 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. In April 2023, a Draft Sacramento Climate Action & Adaptation Plan (CAAP) was released in tandem with the Draft 2040 General Plan. The CAAP was subsequently adopted with the 2040 General Plan in February 2024.

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

Structures built would be subject to Titles 20 and 24 of the CCR, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2040 General Plan also includes policies such as ERC-4.3 (Project Design), ERC-8.1 (Cooling Design Techniques), ERC-9.3 (Lead By Example in Design of City Buildings), ERC-9.4 (Carbon-Neutral Buildings), and ERC-9.9 (Onsite Alternative Energy Creation), which would require projects to use green building technologies that meet or exceed the CALGreen energy efficiency standards, encourage alternative energy creation and onsite energy production,

promote development that would be 100% electric, and transition existing buildings from fossil fuel-power to electric power.

The Master EIR discussed energy conservation and relevant 2040 General Plan policies in Section 4.6. The discussion concluded that with implementation of the 2040 General Plan policies and energy regulation (e.g., Title 24) development allowed in the 2040 General Plan would not result in inefficient, wasteful, or unnecessary consumption of energy. The Master EIR concluded that implementation of state regulations, coordination with energy providers, and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less than significant level.

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) 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. The purpose of the proposed Project is to provide an ADA-compliant river access trail from Sutter's Landing Park to Sutter's Landing Beach. The proposed Project also includes restoration and habitat enhancement of approximately 5 acres located east of the proposed access trail. Neither federal or state law nor the state CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient and unnecessary. For example, energy would be required to transport people and goods to and from the Project area. Energy use is discussed by anticipated use type below.

Construction

Construction of the proposed Project would involve the consumption of energy in the form of gasoline and diesel fuel in order to power construction worker vehicle trips, hauling and materials delivery truck trips, and operation of construction equipment. In addition, portable generators may be used on-site in order to produce additional electricity for temporary on-site lighting, welding, and the supply of energy where hookups to the existing electricity grid are not readily available.

Proposed Project construction would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling.

Despite the temporary increase in energy use occurring during construction of the proposed Project, the Project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy facilities. In addition, construction would be subject to all applicable regulations related to energy conservation and fuel efficiency, which would serve to reduce the temporary increase in energy demand.

Operation

The proposed Project consists of the construction of a new ADA-compliant access trail from Sutter's Landing Trail to Sutter's Landing Beach. Since the Project is limited to providing river access, long-term operation of the Project would not result in the additional consumption of energy resources other than what currently occurs.

Based on the above, construction and operation of the proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, implementation of the proposed Project would have no additional significant environmental effect related to energy beyond what was previously evaluated in the Master EIR.

B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No additional significant environmental effect. As previously described, the proposed Project consists of the construction of a new ADA-compliant access trail from Sutter's Landing Trail to Sutter's Landing Beach. The proposed Project would encourage non-motorized recreational activity, and the overall effect to energy efficiency would be beneficial.

Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy, and no impact would occur.

The Master EIR evaluated the potential impacts on energy and concluded that the effects would be less than significant. The proposed Project would not result in any impacts not identified and evaluated in the Master EIR.

MITIGATION MEASURES

None.

FINDINGS

The Project would have no additional Project-specific environmental effects relating to Energy.

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 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?			X

Geology and Soils

ENVIRONMENTAL SETTING

The Project area is located within the Great Calley Geomorphic Province of California, commonly referred to as the Sacramento Valley. The Sacramento Valley is comprised of sediments derived from the weathering of the adjacent Sierra Nevada Mountain range to the east and the Coast Ranges to the west. This has resulted in a stratigraphic section of Cretaceous, Tertiary, and Quaternary deposits. Based on published geologic maps of the area, the site is underlain by Recent to Holocene age alluvial deposits that would be expected to consist of sand and silt, with lesser amounts of clay, gravel, and possible cobbles with a levee embankment constructed of artificial fill (Geocon 2025).

The terrain is relatively flat, except for the levee embankment and nearby channel bank. According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, 7.3 acres (87.2%) the Project area is classified as Dumps 0 to 2 percent slopes (NRCS 2025). Dumps a is an NRCS miscellaneous land mapping unit that does not meet an official soil classification. It is made up of man-made fill, spoil, or miscellaneous land that has been artificially deposited. This may consist of construction/urban (e.g. clay, silt, sand, and gravel from excavation), mining spoils, industrial dumps, or agricultural fill (NRCS 2025). The remaining 1.1 acres (12.8%) is classified as "Water" and does not identify an official soil description.

Fault and Seismic Activity

The Project area is not located within an Alquist-Priolo Earthquake Zones of Required Investigation Map as established by the State Geologist around known active faults (Geocon 2025). Local field reconnaissance conducted by Geocon Consulting, Inc. revealed no indications of an active fault trace at the site. Review of available literature indicates there are no Holocene-active fault traces within 1,000 feet of the Project location. The USGS 2008 National Seismic Hazard Maps–Source Parameters web tool maps the nearest active fault as the Great Valley 4a, Trout Creek fault located approximately 29 miles west of the Project location (Geocon 2025). The California Geological Society (CGS) Fault Activity Map of California web tool does not indicate the presence of a closer active fault. Since previously identified fault lines are not within or near the Project area, the possibility of fault rupture is negligible within the Project area, but in the event of an earthquake on a nearby fault, the Project area could experience ground shaking (Geocon 2025).

Liquefaction

The Project area is not located in a currently established State of California Seismic Hazard Zone for liquefaction. However, soil and groundwater conditions exist near the site that may be

susceptible to seismic-induced liquefaction and the Soil Site Class is designated as S2 per the current Caltrans Seismic Design Criteria guidance. Liquefaction potential is low; therefore, the potential for liquefaction-induced lateral spreading is considered negligible.

REGULATORY FRAMEWORK

Federal

None.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as "Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses non surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Passed by the State Legislature in 1990, this law was codified in the PRC as Division 2, Chapter 7.8A, and became operative in April 1991. The Seismic Hazards Mapping Act resulted in a mapping program that is intended to reflect areas that have the potential for liquefaction, landslides, strong earth ground shaking, or other earthquake and geologic hazards.

STANDARDS OF SIGNIFICANCE

Summary of Analysis under the 2040 General Plan Master EIR and Applicable General Plan Policies

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2040 General Plan reduced all effects to a less-than-significant level. **Goal ERC-7 Protection of Life and property from seismic hazards** includes Policy ERC-7.1 which requires geotechnical investigations for project sites to identify and demonstrate that the project conforms to all recommended mitigation measures prior to City approval; and ERC-7.2 which regulates structures intended for human occupancy to ensure they are designed and constructed to retain their structural integrity when subjected to seismic activity.

ANSWERS TO 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 located approximately 29 miles from the nearest active fault (Great Valley 4a, Trout Creek fault) and is not within an Alquist-Priolo Earthquake Fault Zone. Therefore, the chance of fault rupture within the Project area is low. Since previously identified fault lines are not within or near the Project area, the

possibility of fault rupture is negligible within the Project area, but in the event of an earthquake on a nearby fault, the Project area could experience ground shaking.

General Plan Goal ERC-7 and Policies ERC-7.1 and ERC-7.2 would ensure that lives and property within the Project area protected from seismic hazards. These policies include regular review and enforcement of seismic and geologic safety standards, and geotechnical investigations to determine potential for hazards such as ground rupture, ground shaking, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites where these hazards may be present. This impact is within the scope of the General Plan and was analyzed in the Master EIR. By complying with the General Plan policies and City Code, the proposed Project would have a less-than-significant impact on exposing life and property to seismic hazards. The Project area is relatively level, so there would be no impacts related to the possibility of landslides.

MITIGATION MEASURES

None.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
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?			X
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

Greenhouse Gas Emissions

ENVIRONMENTAL SETTING

As described in section 2. Air Quality, the City is located within the 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 (City 2023).

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 (City 2023).

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 (City 2023).

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as Greenhouse Gases (GHG), 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 carbon dioxide (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 (EPA 2025). 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 (EPA 2025). In the state, combustion of fossil fuel in the transportation sector was the single largest source of GHG emissions in 2019, accounting for 40% of total GHG emissions followed by the industrial sector (21%) and the electric power sector (including both in-state and out-of-state sources) (14%) (City 2023).

To meet the statewide GHG emission targets, the City first adopted a stand-alone community-wide CAP in February 2012. The CAP policies and actions were updated and incorporated into the 2035 General Plan which was adopted on March 3, 2015. As part of the Sacramento 2040 General Plan process the City has recently updated the prior CAP and prepared a CAAP that integrates a Climate Change Vulnerability Assessment and an Adaptation Chapter. As a part of the CAAP, the City updated the GHG inventory for future year projects through 2050. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions.

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.

REGULATORY FRAMEWORK

Federal

Clean Air Act

As described in section 2. Air Quality, the CAA is a federal law established in 1970 that regulates air emissions from both stationary (factories, power plants) and mobile sources (vehicles, airplanes). U.S. Supreme court case Massachusetts v. EPA (2007) ruled that GHGs are air pollutants covered under the CAA and that the EPA must regulate them if they are found to endanger public health or welfare.

Federal Vehicle Standards

On January 20, 2021, President Biden issued EO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which directed NHTSA to consider publishing for notice and comment a proposed rule suspending, revising, or rescinding the SAFE Vehicles Final Rule by July 2021. NHTSA and EPA released the final rule in 2021 and

released the Final Environmental Impact Statement (EIS) in March 2022 for model years 2024–2026, which will reduce fuel use by more than 200 billion gallons through 2050, as compared to continuing under the old standards (City 2023). EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

State

CEQA: Greenhouse Gas Emissions (SB 97)

Senate Bill (SB) 97, enacted in 2007, amended the CEQA statute to establish that GHG emissions and their effects are a prominent environmental issue that requires analysis and identification of feasible mitigation under CEQA. GHG was included in the CEQA Guidelines on March 18, 2010.

In June 2008, the California Governor's Office of Planning and Research's (OPR) issued a Technical Advisory providing interim guidance regarding a proposed project's GHG emissions and contribution to global climate change. In the absence of adopted local or statewide thresholds, OPR recommends the following approach for analyzing GHG emissions: identify and quantify the project's GHG emissions, assess the significance of the impact on climate change; and if the impact is found to be significant, identify alternatives and/or mitigation measures that would reduce the impact to less than significant levels.

California Climate Solutions Act (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006 (Stats. 2006, ch. 488) (Health & Safety Code, § 38500 et seq.). AB 32 requires a statewide GHG emissions reduction to 1990 levels by the year 2020. AB 32 requires CARB to implement and enforce the statewide cap. When AB 32 was signed, California's annual GHG emissions were estimated at 600 million metric tons of CO_2 equivalent ($MMTCO_2e$) while 1990 levels were estimated at 427 $MMTCO_2e$. Setting 427 $MMTCO_2e$ as the emissions target for 2020, current (2006) GHG emissions levels must be reduced by 29%. CARB adopted the AB 32 Scoping Plan in December 2008 establishing various actions the state would implement to achieve this reduction. The Scoping Plan recommends a community-wide GHG reduction goal for local governments of 15%. The Scoping Plan was updated in June 2014 and using new information on the global warming potential of GHG's, raised the 2020 emissions target slightly to 431 $MMTCO_2e$.

Senate Bill 32

Senate Bill 32 (SB) 32 is a California Senate bill expanding upon AB 32 to reduce GHG emissions. SB-32 requires that there be a reduction in GHG emissions to 40% below the 1990 levels by 2030. SB-32 was contingent on the passing of Assembly Bill 197, which increased legislative oversight of CARB and is intended to ensure CARB must report to the legislature. AB 197 was signed into law on September 8, 2016.

Executive Order B-55-18

EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality as

soon as possible (no later than 2045) and achieve and maintain net negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 1279

The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic (GHG emissions due to human activities) GHG emissions be reduced to at least 85% below 1990 levels.

Sustainable Communities and Climate Protection Act

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations to adopt a Sustainable Communities Strategy or Alternative Planning Strategies, which will prescribe land use allocations in that Metropolitan Planning Organization's Regional Transportation Plan.

The City of Sacramento is one of the 28 local governments that make up the Sacramento Area Council of Governments (SACOG), a Metropolitan Planning Organization. SACOG is currently preparing the Metropolitan Transportation Plan 2050 and associated Sustainable Communities Strategy to continue to meet the requirements of SB 375 (SACOG 2025).

CARB 2022 Climate Change Scoping Plan

As part of its supporting documentation for the 2022 Scoping Plan for Achieving Carbon Neutrality, CARB released an updated version of the GHG inventory for California (CARB 2024). **Figure 10** is a graph from that update that shows the total GHG emissions for California for 2022.

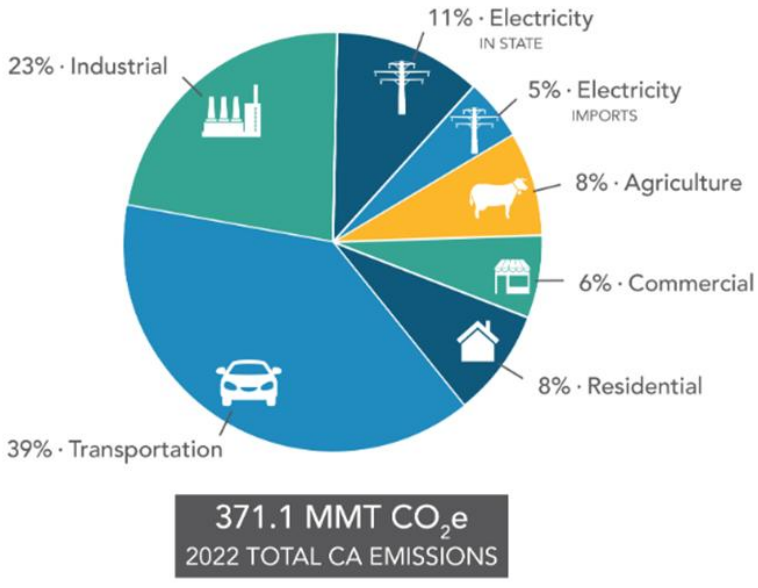


Figure 11. California Greenhouse Gas Inventory

(Taken from: https://ww2.arb.ca.gov/ghg-inventory-data)

Local

City of Sacramento Climate Action and Adaptation Plan

To meet the statewide GHG emission targets, the City first adopted a stand-alone community-wide CAP in February 2012. The CAP policies and actions were updated and incorporated into the 2040 General Plan which was adopted on March 3, 2015. As part of the Sacramento 2040 General Plan process the City has recently updated the prior CAP and prepared a CAAP that integrates a Climate Change Vulnerability Assessment and an Adaptation Chapter. As a part of the CAAP, the City updated the GHG inventory for future year projects through 2050. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions.

STANDARDS OF SIGNIFICANCE

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

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

Chapter 4.8 of the 2040 General Plan Master EIR evaluated the effects associated with the implementation of future growth envisioned in the 2040 General Plan and CAAP on GHG emissions and climate change in the Planning Area.

The 2040 General Plan ERC Element outlines policies aimed at reducing air pollution and achieving carbon neutrality by 2045. **Policy ERC-4.2 Project Design** encourages the adoption of new design techniques in private development to minimize air pollution and other environmental impacts. **Policy ERC-4.5 Construction Emissions** mandates that construction activities minimize air quality impacts by implementing appropriate measures and best practices established by SMAQMD.

The 2040 General Plan incorporates the GHG reduction measures outlined in the CAAP, and General Plan **Policy ERC-9.1 Communitywide GHG Reduction** mandates the implementation of the CAAP.

The Master EIR identified potential impacts for GHG emissions (Impact 4.8-1) and concluded that impacts would be less than significant with the implementation of applicable regulations and general plan and CAAP policies.

ANSWERS TO CHECKLIST QUESTIONS

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

No significant additional environmental effect. Construction emissions for the proposed Project were estimated using CalEEMod version 2022.1.1.30. The modelling assumptions, inputs, and output file can be found in **Appendix A**. The results of the modelling show that construction of the proposed Project would result in 135 tons of CO2e annually. This is below the SMAQMD GHG construction threshold (1,100 tons/year), which is used to attain improved air quality and reduce GHG's in the 2040 General Plan. Additionally, the proposed Project would

construct an ADA access trail and would not generate new or substantial operational GHG emissions.

The proposed Project would not generate GHG emissions that may have a significant impact on the environment since construction emissions are below the SMAQMD GHG thresholds and operational emissions are not anticipated. The Project would have no additional significant effects that were not evaluated in the Master EIR.

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

No significant additional environmental effect. The proposed Project would result in the construction of an ADA access trail from the Sutter's Landing Park parking lot to the Sutter's Landing Beach. The Project would not include new vehicle travel lanes, parking facilities, or other features that would increase vehicle miles traveled or generate long-term operational GHG emissions.

Short-term GHG emissions would occur during construction from the use of off-road equipment and worker trips; however, these emissions would be temporary and minor in scale. The Project would not conflict with the City CAAP or other applicable GHG reduction plans or policies. The Project would have no additional significant effects that were not evaluated in the Master EIR.

MITIGATION MEASURES
None.

FINDINGS
The Project would have no additional Project-specific environmental effects relating to Greenhouse Gas Emissions.

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?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

Hazards

ENVIRONMENTAL SETTING

Hazardous Materials Use

Hazardous materials are routinely used, stored, and transported in the Planning Area by businesses (including industrial and commercial/retail businesses), public and private institutions (such as educational facilities and hospitals), and households. 49 CFR 173.2 defines nine classes of hazardous materials as the following:

1. Explosives—materials that can detonate or explode under certain conditions (e.g., TNT, fireworks).

2. Gases—gases stored under high pressure (e.g., oxygen cylinders, carbon dioxide tanks).

3. Flammable Liquid and Combustible Liquid—materials that can easily catch fire (e.g., gasoline, ethanol, propane).

4. Flammable Solid, Spontaneously Combustible and Dangerous When Wet— solids that ignite readily through friction, absorption of moisture, spontaneous chemical changes, or retained heat (magnesium powder, nitrocellulose propellants and lacquers, camphor).

5. Oxidizer and Organic Peroxide—oxidizers that can cause or intensify a fire by yielding oxygen (e.g., hydrogen peroxide, nitrates).

6. Poison (Toxic) and Poison Inhalation Hazard—chemicals that are poisonous to humans or animals, even in small amounts (e.g., cyanide, pesticides).

7. Radioactive Materials—materials that emit ionizing radiation (e.g., uranium, plutonium).

8. Corrosives—substances that can destroy or damage living tissue or metals (e.g., sulfuric acid, lye).

9. Miscellaneous (do not fit in Classes 1–8) — materials that cause anesthetic or noxious effects when inhaled, exhibit hazardous characteristics (physical or health) not otherwise classified (e.g. dry ice, pesticides, lithium batteries, magnetized materials, polymers, and others).

The Sacramento County Environmental Management Department (SCEMD) maintains a database of all businesses in the City using hazardous materials in excess of the threshold quantities (55 gallons for a liquid, 200 cubic feet for a compressed gas, and 500 pounds for a solid).

Hazardous Waste Generation

The Environmental Compliance Division of the SCEMD has published Guidelines for Generators of Hazardous Waste, which summarizes the various requirements for generating, storing, handling, transporting, and disposing of hazardous wastes.

Sites with Known Contamination

The Planning Area includes sites that were historically contaminated but have been remediated and sites that are known, or believed to be, contaminated that are currently being so characterized, are dormant, or in the process of being remediated. Some sites have been cleaned to certain standards, but may require additional remediation if circumstances warrant, such as certain land use changes and/or types of excavation would occur. Contamination has resulted from lack of awareness, accidental occurrences, intentional actions, and historical business practices that pre-date current regulatory standards.

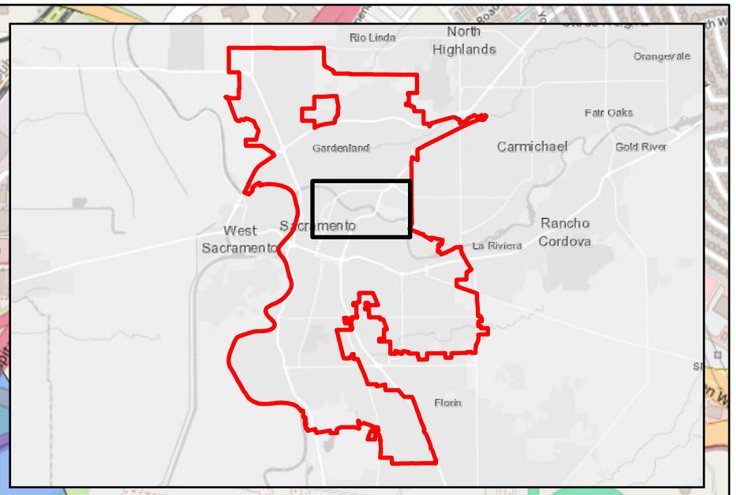
California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration. The California Department of Toxic Substances (DTSC) EnviroStor database results show there are no cleanup sites within a 1-mile radius of the Project Area (**Figure 11. EnviroStor Cleanup Sites**).

The SWRCB GeoTracker database identified 20 Leaking Underground Storage Tank (LUST) sites and 4 Cleanup Program sites within a 1-mile radius of the Project area (**Figure 12. GeoTracker Cleanup Sites**). Of the 24 LUST sites, all but one is deemed completed–case closed. The open LUST site is located at 725 30th Street near McKinley Park, approximately 0.82 miles from the Project area. Due to the distance from the Project area, this site is not anticipated to introduce hazardous waste into the Project area. Additionally, of the 4 Cleanup Program sites, all but one is deemed completed–case closed. The open Cleanup Program site has been remediated as of 2/27/2014 and is approximately 0.9 miles from the Project area. Due to its remediation status and distance from the Project area, this site is not anticipated to introduce hazardous waste into the Project area

Project Area
1-Mile Buffer
Sacramento City Limits

EnviroStor Sites

Historical
State Response or NPL
Voluntary Agreement



Source: © OpenStreetMap (and) contributors, CC-BY-SA, County of Sacramento, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, NPS; Dokken Engineering 10/8/2025; Created By: ahale

0 650 1,300 Feet

V:\13206_Sutters Landing ADA_Environmental_Docs\Environmental_Docs.aprx

Figure 11
EnviroStor Cleanup Sites

Sutter's Landing Park ADA River Access Trail Project
City of Sacramento, Sacramento County, California

Project Area

1-Mile Buffer

Sacramento City Limits

GeoTracker Sites

Cleanup Program Site: Completed - Case Closed

Cleanup Program Site: Open - Remediation

LUST Cleanup Site: Completed - Case Closed

LUST Cleanup Site: Open - Site Assessment

V:\3206_Sutters Landing ADA_Environmental_Docs\Environmental_Docs.aprx

Source: © OpenStreetMap (and) contributors, CC-BY-SA, County of Sacramento, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, NPS; Dokken Engineering 10/8/2025; Created By: ahale

0 650 1,300 Feet

Figure 12
GeoTracker Cleanup Sites

Sutter's Landing Park ADA River Access Trail Project
City of Sacramento, Sacramento County, California

Emergency Response

The Sacramento Fire Department is the first responder for fire, accident, and hazardous materials emergencies in the project area in partnership with the SCEMD. The fire department maintains two Hazardous Materials (HazMat) Teams to respond to hazardous materials incidents. All members of the HazMat Teams are trained in accordance with National Fire Protection Association (NFPA) standards and are certified by the California Specialized Training Institute as Hazardous Materials Specialists. The teams would be expected to respond to any hazardous materials release within the Project area or in the vicinity of the Project area.

REGULATORY FRAMEWORK

Federal

Resource Conservation and Recovery Act

Established in 1976, the Resource Conservation and Recovery Act (RCRA) (42 U.S.C. §6901 et seq.) is a federal law that gives the EPA the authority and management of hazardous and non-hazardous solid waste. Subtitle D addresses non-hazardous solid waste (e.g. municipal solid waste such as construction debris) by encouraging states to develop comprehensive solid waste management plans that include policies that reduce waste, advance recycling programs, and develop disposal systems.

Hazardous Material Transport Act

The Hazardous Materials Transport Act (HMTA) was enacted in 1975 (49 U.S. Code §§ 5101–5128) and is administered by the U.S. Department of Transportation. The purpose of the HMTA is regulate the safe transportation of hazardous materials in commerce throughout the U.S.

Comprehensive Environmental Response, Compensation, and Liability Act

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," was enacted in 1980 (Public Law 96-510) and is administered by the EPA. The purpose of CERCLA is to clean up sites contaminated with hazardous substances and to hold responsible parties accountable for environmental damage. CERCLA applies to a wide range of hazardous substances including asbestos lead, polychlorinated biphenyls, and petroleum derivatives. CERCLA empowers the EPA to identify and clean up abandoned or uncontrolled hazardous waste sites and identifies the most hazardous sites in the U.S. as eligible for long-term cleanup under the Superfund program.

The Superfund Amendments and Reauthorization Act

Enacted in 1986, the Superfund Amendments and Reauthorization Act (SARA) amended and expanded the CERCLA. The purpose of SARA is to strengthen and expand CERCLA's authority to clean up hazardous waste sites and increase public protection. Key goals of SARA are to increase funding for Superfund cleanups, strengthen enforcement against responsible parties; enhance public involvement and community "right-to-know;" protect human health and the environment more rigorously; and promote permanent remedies over temporary cleanups.

State

Hazardous Substance Account Act, California Health and Safety Code Section 25300 ET SEQ

Enacted in 1984, the Hazardous Substance Account Act (HSAA) is California's state-level equivalent to the federal Superfund Law CERCLA. Administered by the CDTSC, HSAA provides the legal authority of the state to respond to releases of hazardous substances, conduct cleanups, and hold responsible parties financially liable.

Local

Sacramento County Hazardous Waste Management Plan
The Sacramento County Hazardous Waste Management Plan (HWMP) is a comprehensive strategy developed to manage hazardous waste within the county. The SCEMD is the local agency responsible for protecting public health and the environment in Sacramento County by regulating environmental health, hazardous materials, and solid waste. SCEMD is a Certified Unified Program Agency (CUPA) that enforces state hazardous materials and hazardous waste laws.

2021 Sacramento Countywide Local Hazard Mitigation Plan Update
The 2021 Local Hazard Mitigation Plan (LHMP) Update serves to update the 2016 Federal Emergency Management Agency (FEMA) approved Sacramento County LHMP. The purpose of hazard mitigation is to reduce or eliminate long-term risk to people and property from hazards. Sacramento County, 7 incorporated communities, and 24 special districts prepared this LHMP Update to the FEMA approved 2016 Sacramento County LHMP, to make the County and its residents less vulnerable to future hazard events.

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

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards (see Chapter 4.9). Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the general plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2040 General Plan, including EJ-1.8. (investigation of sites for contamination) and EJ-1.5 (compatibility with the County's Hazardous Waste Management Plan) were effective in reducing the identified impacts.

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.

ANSWERS TO CHECKLIST QUESTIONS

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

No additional significant environmental effect. Based on a search of the Department of Toxic Substances Control Envirostor Database, there are no recorded hazardous waste sites within the Project area indicating a presence of contaminated soils (**Figure 11** and **Figure 12**).

A Kinder Morgan pipeline runs directly through the Project area; however, the Project is being designed to avoid impacts to the pipeline. Coordination with Kinder Morgan has been initiated and will continue throughout final design and construction. In order to further minimize

impacts, a Kinder Morgan representative will be on-site during all construction activities within 10 feet of their pipeline. With implementation of **HAZ-1**, impacts would be less-than-significant. The proposed Project would not result in additional significant environmental effects related to hazardous waste/materials beyond what was analyzed in the Master EIR.

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

No additional significant environmental effect. Review of information available through the USGS and the CGS indicated that nearest ultramafic rock formation which may be associated with naturally occurring asbestos is approximately 20 miles east of the Project area (DOC 2000). Additionally, there are no existing buildings at the Project site; therefore, analysis for lead-containing structures within the Project site prior to the removal of these structures is not warranted. Therefore, risk associated with exposure to asbestos-containing materials at the Project site is less than significant. The Project would have no additional significant effects that were not evaluated in the Master EIR.

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

No additional significant environmental effect. The proposed Project would not be expected to require any on-site dewatering activities. As described in **3. Biological Resources**, mitigation measures **BIO-3** and **BIO-4** would ensure Best Management Practices would be incorporated into Project design to minimize the release of pollutants (e.g., oils, fuels) and provide a secondary containment material to prevent potentially harmful chemicals from contaminating the soil or directly or indirectly entering the American River. **BIO-8** would further minimize potential impacts by requiring work scheduled within or near the American River to occur during periods of low water levels.

Thus, the proposed Project would have a less-than-significant impact related to the potential to expose construction workers and pedestrians to contaminated groundwater and implementation of the proposed Project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

HAZ-1: Coordination with Kinder Morgan will occur throughout final design and construction to avoid impacts to the pipeline. During construction, Kinder Morgan personnel to be on-site during all activities within 10 feet of their pipeline.

BIO-3: Best Management Practices will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g., oils, fuels):

- Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants.
- All erosion control measures and storm water control measures will be properly incorporated and maintained.
- All construction materials will be hauled off-site after completion of construction.

- A chemical spill kit must be kept on site and available for use in the event of a spill.

BIO-4: Secondary containment consisting of plastic sheeting or other impermeable material will be used during refueling to prevent petroleum products or other potentially harmful chemicals from contaminating the soil or directly or indirectly entering the American River and associated riparian corridor. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).

BIO-8: Work within or near the American River will be scheduled during periods of low water levels or within designated in-water work windows as determined through consultation with the National Marine Fisheries Service.

FINDINGS

Incorporation of the Mitigation Measures **HAZ-1**, **BIO-3**, **BIO-4**, and **BIO-8** will ensure that impacts are reduced to a less-than-significant level. All additional significant environmental effects of the Project relating to Hazards can be mitigated to a less-than-significant level.

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?		X	
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 ?		X	

Hydrology and Water Quality

ENVIRONMENTAL SETTING

Surface Water

The Project area is immediately adjacent to the American River. Within Sacramento County, the American River is impounded at Folsom Dam and Nimbus Dam. The dams regulate the water level of the American River throughout the project site (excepting stormwater flows from the adjacent levee slopes and floodplain) and downstream to its confluence with the Sacramento River.

Water Quality

The Project area is in the Sacramento Hydrologic Basin Planning Area and the Lower American Hydrologic Subarea, as designated by the Central Valley Regional Water Quality Control Board (CVRWQCB). In accordance with Section 303 of the federal CWA, water quality standards for this basin are contained in the Water Quality Control Plan for the Sacramento River Basin and the San Joaquin River Basin (Basin Plan). Stormwater runoff from the project site is received by the American River which is listed on the 303(d) list as an impaired water for several constituents of concern, including fecal indicator bacteria, bifenthrin, pyrethroids, toxicity, mercury, and polychlorinated biphenyls (PCBs) (CVRWQCB 2016).

Ground Water

The Project area is in the Sacramento Valley Groundwater Basin, within the larger South American Subbasin (5-021.65), as designated in the California Department of Water Resources' (DWR's) Bulletin 118 (DWR 2016). This basin is designated as a "High Priority" Basin under the Sustainable Groundwater Management Act (DWR 2018). According to the Groundwater Information Center Interactive Map Application, groundwater levels in the Project area are approximately 25-40 feet from ground surface (DWR 2017).

Flood Management

According to data from the Federal Emergency Management Agency (FEMA) Flood Map Service Center, the majority of the proposed Project is mapped as Zone AE, which is a high-risk flood zone with a 1% annual chance of flooding, and a small southwestern portion of the Project area mapped as Zone X (Area of Minimal Flood Hazard) (**Figure 13. Federal Emergency Management Agency**). Zone X areas are designated as having a reduced flood risk due to the presence of levees and are considered by FEMA to be areas of minimal hazard (500-year flood zone) which are outside the 0.2% chance floodplain.

STORMWATER/DRAINAGE

Local runoff flows by gravity overland during storm events, and also through vegetated or lined intermittent drainages, ultimately to the American River (since they are on the crest or waterside of the existing levee).

The Project area is within the Valley-American hydrologic unit and the American River Watershed. The American River is located along the northern boundary of the Project area. Creeks, streams, or rivers are not present on the Project area, but the American River is immediately adjacent.

The Sacramento River and its tributary channels' (of which the American River is one) beneficial uses are municipal and domestic supply, agriculture, industry, recreation, freshwater habitats (migration and spawning of fish), and wildlife habitat according to the Basin Plan for the Sacramento River and San Joaquin River Basins (California Regional Water Quality Control Board 1998).The proposed Project is not located within one of California's four sole source aquifers. The Project is located in Sacramento County which does not have a sole source aquifer.

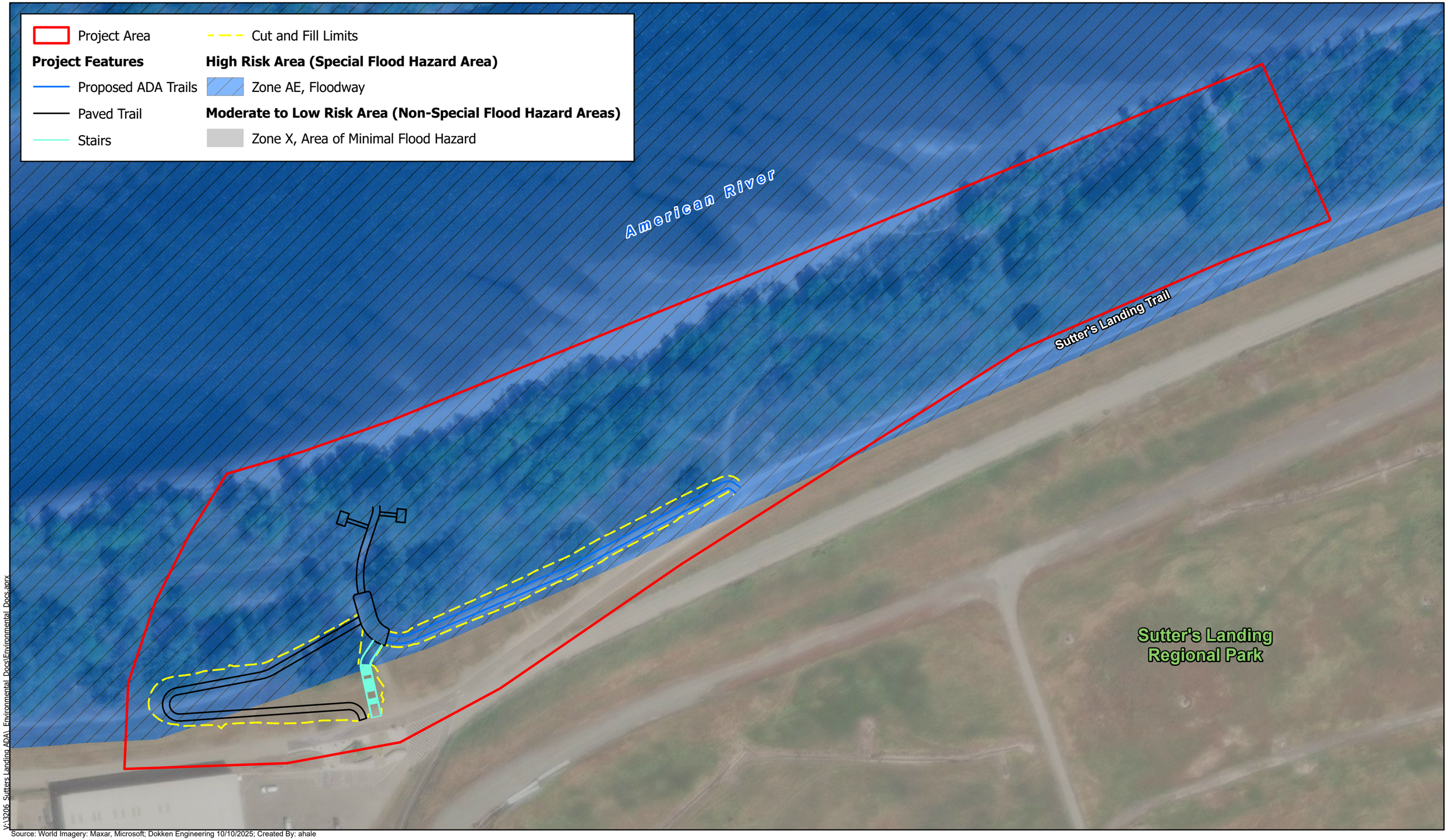
REGULATORY FRAMEWORK

Federal and State

Clean Water Act

The CWA was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to WOTUS. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The CWA empowers the EPA to set national water quality standards and effluent limitations and includes programs addressing both point source and nonpoint source pollution for all WOTUS. Point source pollution originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or routine maintenance site. Nonpoint source pollution originates over a broader area and includes urban contaminants in storm water runoff and sediment loading from upstream areas. The CWA operates on the principle that all discharges into the nation's waters are unlawful unless they are specifically authorized by a permit; permit review is CWA's primary regulatory tool.

On May 25, 2023, the U.S. Supreme Court issued its ruling on the Sackett v. EPA case redefining WOTUS. The ruling limits the scope of WOTUS to only those "wetlands with a continuous surface connection to bodies that are WOTUS in their own right." In addition, the Court's decision also holds that "only those relatively permanent, standing or continuously flowing bodies of water forming geographic features that are described in ordinary parlance as streams, oceans, river, and lakes" are considered WOTUS.



Y:\3206_Sutters Landing ADA_Environmental_Docs\Environmental_Docs.aprx

Source: World Imagery: Maxar, Microsoft; Dokken Engineering 10/10/2025; Created By: ahale

N

0 50 100 Feet

Figure 13
Federal Emergency Management Agency

Sutter's Landing Park ADA River Access Trail Project
City of Sacramento, Sacramento County, California

Section 401
The RWQCB has jurisdiction under §401 of CWA and regulates any activity which may result in a discharge to surface waters. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of the USACE (i.e., WOTUS including any wetlands). The RWQCB also asserts authority over "Waters of the State" under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act (see description below).

Section 402
The SWRCB regulates construction projects that involve ground disturbance of 1 acre or greater. These projects must obtain coverage under the SWRCB General Permit for Storm Water Discharges Associated with Construction Activity (Construction General Permit). Operators of regulated construction sites are required to develop a SWPPP; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit.

Section 404
The USACE regulates discharges of dredged or fill material into WOTUS. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in USACE regulations).

Porter-Cologne Water Quality Control Act
California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the State. It predates the CWA and regulates discharges to Waters of the State. Waters of the State include more than just WOTUS, like groundwater and surface waters not considered WOTUS. Additionally, it prohibits discharges of "waste" as defined and this definition is broader than the CWA definition of "pollutant". Discharges under the Porter-Cologne Act are permitted by waste discharge requirements (WDRs). WDRs may specify the inclusion of additional project features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

The SWRCB and RWQCBs are responsible for establishing water quality standards and regulating discharges to protect beneficial uses of water bodies. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. In California, Regional Boards designate beneficial uses for all water body segments in their jurisdictions and then set standards necessary to protect these uses. Consequently, the water quality standards developed for particular water body segments are based on the designated use and vary depending on such use. Water body segments that fail to meet standards for specific pollutants are included in a Statewide List in accordance with CWA Section 303(d). If a Regional Board determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-source point controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed. The SWRCB implemented the requirements of CWA Section 303(d)

through the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ NPDES No. CAS000002).

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB adjudicates water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads (TMDLs), and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of stormwater dischargers, including MS4s. The U.S. EPA defines an MS4 as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying stormwater." The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

STANDARDS OF SIGNIFICANCE

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

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

SUMMARY OF ANALYSIS UNDER THE 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. Potential effects include water quality degradation due to construction activities (Impacts 4.10-1), and exposure of people to flood risks (Impacts 4.10-2). Policies included in the 2040 General Plan, including a directive for regional cooperation (Policies ERC-1.1.2, ERC-2.1.1), comprehensive flood management (Policy ERC 2.1.23), and construction of adequate drainage facilities with new development (Policy ERC 1.1.1 to ERC 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

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?

Effect can be mitigated to less than significant. There is potential for the proposed Project to result in degradation of water quality during both the construction and operational phases. Polluted runoff from the Project site during construction and operation could include sediment from soil disturbances, oil and grease from construction equipment and vehicles, and pesticides and fertilizers from landscaped areas. This degradation could result in violation of water quality standards. It is noted that no creeks, streams or rivers are present on the Project site.

Although the proposed Project would not be required to obtain coverage under the Construction General Permit, the City's Stormwater Quality Improvement Plan (SQIP) contains guidance for construction on small building sites (sites under 1 acre) to comply with the City's MS4 permit requirements. The following recommended BMPs will be implemented during construction: evaluate the site and protect natural features, schedule work to minimize problems, install perimeter controls, install stabilized construction access, protect storm drain inlets, use other pollution control practices as needed, maintain BMPs, and perform finial steps (stabilize the site and remove all temporary construction BMPs). Conformance with City regulations and permit requirements along with implementation of BMPs would ensure that construction activities associated with the proposed project would result in a less-than significant impact related to water quality.

As a standard Condition of Approval for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities are incorporated. It should be noted that the proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the City of Sacramento Code.

Design of the proposed Project and conformance with City and state regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. The proposed Project would not result in a Project-specific impact related to the degradation of water quality during construction. The proposed Project would result in no additional significant environmental effects beyond the effects analyzed in the Master EIR. Implementation of measures **WQ-1** would further minimize potential impacts to water quality.

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?

Effect can be mitigated to less than significant. A majority of the Project area is located within Zone AE, a high-risk flood zone with a 1% annual chance of flooding. Project features such as the ADA access stairs, ramps, and trail will be placed in the 100 year floodplain (Zone AE) (**Figure 13. FEMA**). While the Project would result in the construction of new structures in Zone AE, accessible mats, which will provide access to the river's edge, will be taken out prior to the winter season and beach access would only be used seasonally. Further, a

comprehensive hydraulic analysis will be prepared during the permitting phase as part of the CVFPB encroachment permit application to ensure that the proposed structures will not obstruct the floodplain (**WQ-2**).

With implementation of **WQ-2**, the proposed Project would have a less-than-significant impact related to the potential to expose people and/or property to the risk of injury and damage in the event of a 100-year flood and implementation of the proposed Project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

WQ-1: Water Quality BMPs will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g. oils, fuels):

- Exposed soils and material stockpiles would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities;
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution;
- All vehicle and equipment fueling/maintenance would be conducted outside of any surface waters;
- Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life shall be prevented from contaminating the soil or entering jurisdictional waters;
- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state;
- All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species;
- All construction materials would be hauled off-site after completion of construction.

WQ-2: An Encroachment permit from the CVFPB will be obtained during the permitting phase of the Project. A comprehensive hydraulic analysis will be prepared as part of the permit application to ensure that the proposed structures will not obstruct the floodplain.

FINDINGS

All additional significant environmental effects of the project relating to Water Quality can be mitigated to a less-than-significant level.

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?			X
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?			X
C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?		X	
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?			X
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?			X
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?			X

Noise

ENVIRONMENTAL SETTING

Sound is the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium, such as air. Noise is defined as sound that is unwanted (loud, unexpected, or annoying). Excessive exposure to noise can result in adverse physical and psychological responses (e.g., hearing loss and other health effects, anger, and frustration); interfere with sleep, speech, and concentration; or diminish the quality of life.

The perceived loudness of sounds depends on many factors, including sound pressure level and frequency content. However, within the usual range of environmental sound levels, perception of loudness is relatively predictable, and can be approximated through frequency filtering using the

standardized A-weighting network. There is a strong correlation between A-weighted sound levels (decibels expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard descriptor for environmental noise assessment. All noise levels reported in this section are in terms of A-weighting.

Groundborne vibration is energy transmitted in waves through the ground. Vibration attenuates at a rate of approximately 50% for each doubling of distance from the source.

Noise-Sensitive Receptors

The Project area is in central Sacramento. Construction access would be via local roadways, including 28th and 29th Streets, B Street, and Mckinley Village Way. Land uses defined by Federal, State, and local regulations as noise-sensitive vary slightly but typically include schools, hospitals, rest homes, places of worship, long-term care facilities, mental care facilities, residences, convalescent (nursing) homes, hotels, certain parks, and other similar land uses. The Technical Noise Supplement (Caltrans 2013) defines a noise receiver or receptor as "any natural or artificial sensor that can perceive, register or be affected by sound, such as a human ear, or a microphone." The closest noise-sensitive receptors are is the 28th and B Street Skate Park located adjacent to the southern boundary of the Project area.

Noise is defined as unwanted sound. Sound levels usually are measured and expressed in decibels (dB), with 0 dB being the lowest threshold of hearing. Decibel levels range from 0 to 140: 50 dB for light traffic is considered a low decibel level, whereas 120 dB for a jet takeoff at 200 feet is considered a high decibel level. The vicinity of the project area is most similar to that of "Normal suburban residential urban". Normal suburban residential urban areas have a typical noise level of 50-55 dBA. Table 3.8-1 summarizes typical ambient noise levels based on population density.

Construction noise within the City is regulated by the Environmental Resources Constraints chapter of the 2040 General Plan and City Code Section 8.68 (Noise Control), which sets limits for exterior noise levels on designated residential property and interior noise levels pertaining to multiple dwelling units. The ordinance states that exterior noise shall not exceed 55 dB during any cumulative 30-minute period in any hour during the day (7:00 a.m.–10:00 p.m.) and 50 dB during any cumulative 30-minute period in any hour during the night (10:00 p.m.–7:00 a.m.).

The ordinance sets somewhat higher noise limits for time intervals of shorter duration; however, noise in residential areas must never exceed 75 dB during the day and 70 dB at night. In addition, City Code Section 8.68.080 (Exemptions) states that (D) "noise sources due to the erection (including excavation), demolition, alteration, or repair of any building or structure between the hours of 7 AM and 6 PM, on Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday, and between 9 AM and 6 PM on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order," and (H) "Tree and park maintenance activities conducted by the city department of parks and community services; provided, however, that use of portable gasoline-powered blowers within two hundred (200) feet of residential property shall comply with the requirements of Section 8.68.150 of this chapter."

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of intensities is from approximately 50 vibration decibels (VdB), which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Construction activities can generate ground

vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants.

REGULATORY FRAMEWORK

City of Sacramento Noise Ordinance

The Sacramento Municipal Code includes noise regulations in Title 8 – Health and Safety, Chapter 8.68 – Noise Control (referred generally as the Noise Control Ordinance). Section 8.68.060 Exterior Noise Standards includes daytime and nighttime standards. Construction activities are exempt from the exterior noise standards if they comply with Section 8.68.080(D), as shown below.

Section 8.68.080 Exemptions: (D): Noise sources due to the erection (including excavation), demolition, alteration or repair of any building or structure between the hours of seven a.m. and six p.m., on Monday, Tuesday, Wednesday, Thursday, Friday and Saturday, and between nine a.m. and six p.m. on Sunday; provided, however, that the operation of an internal combustion engine shall not be exempt pursuant to this subsection if such engine is not equipped with suitable exhaust and intake silencers which are in good working order. The director of building inspections, may permit work to be done during the hours not exempt by this subsection in the case of urgent necessity and in the interest of public health and welfare for a period not to exceed three days. Application for this exemption may be made in conjunction with the application for the work permit or during progress of the work.

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 of Sacramento Noise Ordinance;
- permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 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 (see Master EIR Chapter 4.8). New noise sources would include vehicular traffic, aircraft, railways, light rail and stationary sources. The 2035 General Plan policies establish exterior (Policies ERC 3.1.1 and ERC 3.1.2) and interior (ERC 3.1.3) noise standards for noise-sensitive uses. A variety of policies provide standards for the types of development

envisioned in the 2035 General Plan. Per Policy ERC 3.1.1. The City shall require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table ERC 1 [Table 4.8-2], shown below in **Table 4. Exterior Noise Compatibility Standards for Various Land Uses** to the extent feasible.

For example, Policy ERC 3.1.8 requires new mixed-use, commercial, and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use. Policy 3.1.9 calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the 2040 General Plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and construction vibration impacts (Impact 4.8-4) were found to be significant and unavoidable. Construction noise impacts would be reduced to less-than-significant levels with implementation of the City's noise ordinance and Policy ERC 3.1.10, which requires development projects to assess and minimize the potential construction noise impacts on nearby sensitive uses (Impact 4.8-3). Exposure to vibration from transportation facilities would be less than significant with implementation of Policies ERC 3.1.6 and 3.1.7, which require that the effects of vibration of these facilities be evaluated and mitigated as needed.
One noise policy specifically addresses parks:

- **Policy ERC 3.1.9: Compatibility with Park and Recreation Uses.** The City shall limit the hours of operation for parks and active recreation areas in residential areas to minimize disturbance to residences.

Per **Table 4**, the highest level of "normally acceptable" noise exposure is 70dBA in the Parkway.

Table 4. Exterior Noise Compatibility Standards for Various Land Uses

Land Use Type	Highest Level of "Normally Acceptable"[a] Noise Exposure (L_{dn} or CNEL)[b, c]
Residential—Low Density Single Family, Duplex, Mobile Homes	60 dBA
Residential—Multi-family	65 dBA
Urban Residential Infill and Mixed-Use Projects	70 dBA
Transient Lodging—Motels, Hotels	65 dBA
Schools, Libraries, Churches, Hospitals, Nursing Homes	70 dBA
Playgrounds, Neighborhood Parks	70 dBA
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75 dBA
Office Buildings—Business, Commercial and Professional	70 dBA
Industrial, Manufacturing, Utilities, Agriculture	75 dBA

Notes:

a. "Normally Acceptable" means that the "specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements."

b. Ldn or Day Night Average Level is an average 24-hour noise measurement that factors in day and night noise levels.

c. CNEL or Community Noise Equivalent Level measurements are a weighted average of sound levels gathered throughout a 24-hour period.

Source: *City of Sacramento 2040 General Plan Draft Master Environmental Impact Report*. August 2023.

ANSWERS TO 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 proposed Project consists of the construction of a new ADA-compliant access trail from Sutter's Landing Trail to Sutter's Landing Beach. Since the Project is limited to providing river access and does not introduce vehicular traffic or other noise generating activities, operation of the Project would not result in an increase in exterior noise levels in the Project area that are above the upper value of the normally acceptable category. The Project would have no additional significant effects that were not evaluated in the Master 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. The nearest residences are 1,500 feet south of the Project and were not considered in the noise evaluation. Given the distance between the Project area and the nearest residences, and the current land use of the surrounding area, the proposed Project would not result in residential interior noise levels of 45 dBA Ldn or greater caused by noise level increases due to the proposed Project. Implementation of the proposed Project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

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

Effect can be mitigated to less than significant. During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 80 to 90 dB at a distance of 50 feet and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance. Implementation of **NOI-1** would reduce potential construction noise level impacts to less-than-significant.

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. Construction of the proposed Project would not perceptibly increase groundborne vibration or groundborne noise since construction would not involve vibration creating activities such as pile driving. Implementation of the proposed Project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master 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. There are no new highway or railway operations associated with the construction of the proposed Project. The nearest highway

is I-80 BL approximately 1,330 feet south, and the nearest railroad is approximately 3,400 feet to the east. Implementation of the proposed Project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

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. No historic buildings or archaeological sites have been identified within the Project area. The buildings in the Project vicinity that would be impacted by construction is the 28th and B Street Skate Park and Sutter's Landing Corporation Yard, none of which are considered extremely fragile, fragile, or historic buildings. Therefore, no historic buildings or archaeological sites would be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic. Implementation of the proposed Project would result in no additional significant environmental effects beyond what has been previously analyzed in the Master EIR.

MITIGATION MEASURES

NOI-1: The following noise control measures will be incorporated into the contract documents for construction of the Project:

- Consistent with Section 8.68.080 of the City of Sacramento Noise Ordinance, construction activities shall be limited to the hours between 7:00 a.m. and 6:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sundays.
- Construction equipment and vehicles should be equipped with properly operating mufflers according to the manufacturers' recommendations. Air compressors and pneumatic equipment should be equipped with the manufacturer-recommended muffler, and tools should be equipped with shrouds or shields. An internal combustion engine will not be operated on the job site without the appropriate muffler.
- The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

FINDINGS

All additional significant environmental effects of the project relating to Noise can be mitigated to a less-than-significant level.

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 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 2040 General Plan?			X

Public Services

ENVIRONMENTAL SETTING

Fire

The Sacramento Fire Department (SFD) provides fire protection services to the entire City and some small areas just outside the City boundaries within the County limits. SFD is a full-service fire department, with the responsibility for responding to and mitigating incidents involving fires, medical emergencies, hazardous materials, and technical and water rescue within its service area. SFD also provides a full range of support services, including fire prevention, public education, fire investigation, and domestic preparedness planning and response.

Police

The Project area is located within the City of Sacramento with the American River Parkway. The Sacramento County Park Ranger Unit is generally responsible for day-to-day patrol and law enforcement within the Parkway. SPD and Sacramento County Sheriff 's Department have concurrent law enforcement responsibilities within their respective jurisdictions where those jurisdictions overlap within the Parkway. Portions of the Project alignment that are within Sutter's Landing Regional Park are also under the jurisdiction of City of Sacramento Park Rangers. Other public safety agencies that provide law enforcement within the Parkway on a less frequent basis include CDFW, the California Highway Patrol, Cal Expo Police and the CSUS Police Department (County 2008).

School District

The Sacramento City Unified School District is the primary provider of school services within the City, supported by the Twin Rivers Unified School District (TRUSD), Robla School District (RSD), Natomas Unified School District, San Juan Unified School District, and the Elk Grove Unified School District.

Other Governmental Services

The Sacramento Department of Convention and Cultural Services provides and publicizes cultural, artistic, and leisure opportunities within the city. The Sacramento Public Library provides a variety of library services to the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, Isleton, and Rancho Cordova and the County of Sacramento.

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 police, fire protection, schools, libraries and emergency services (City 2023).

The 2040 General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Policy PFS-1.1, PF-1.2). The Master EIR concluded that the effects of development that could occur under the 2040 General Plan would be less than significant.

2040 General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy YPRO-2.3 setting forth locational criteria, and Policy YPRO-1.7 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level (City 2023). (Impacts 4.12-3) Impacts on library facilities were considered less than significant (Impact 4.12-4).

ANSWERS TO 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 2040 General Plan?

No additional significant environmental effect. The proposed project is consistent with the 2040 General Plan land use designations and current zoning for parks and recreation. The project does not include new housing or other land uses that would generate population growth or an increase in demand for public services. The ADA access trail would improve accessibility and safety for all users visiting Sutter's Landing Beach, but it would not create new recreational opportunities or expand facilities beyond those already planned and evaluated in the 2040 General Plan Master EIR. The project's improvements are intended to meet existing accessibility requirements rather than attract additional users. Therefore, the project would not substantially increase visitation or require new or expanded police, fire, or other governmental services beyond what was previously anticipated in the General Plan EIR. No new or more severe environmental impacts would occur.

MITIGATION MEASURES

None.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2040 General Plan?			X

Recreation

ENVIRONMENTAL SETTING

The City Department of Youth, Parks and Community Enrichment maintains all parks and recreational facilities within the City. As noted in the City's General Plan Background Report, the City currently contains 226 developed and undeveloped park sites, 115 miles of shared-use paths, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. The developed park sites comprise 223 total parks with an area of 4,300 acres of parkland.

Residential and non-residential projects that are built in the City are required to pay a park development impact fee per Chapter 18.44 of the Sacramento City Code. The fees collected pursuant to Chapter 18.44 are primarily used to finance the construction of neighborhood and community park facilities.

The proposed Project is located within Sutter's Landing Regional Park. Sutter's Landing Regional Park offers a dog park, skate park, basketball and bocce courts, an existing portion of the Two Rivers Trail, and several parking lots (City of Sacramento 2019). The 2025 Updated Site Amenities Plan for the Park also contemplates future garden/art walks, a nature play area, turf fields, vista points, restrooms, and a ranger/concession building. The project area includes numerous existing, unauthorized hiking trails and beach access points. The proposed project includes plans to close the majority of the unauthorized social trails and consolidate the points of informal river access.

While the Project Summary included in the USFWS Consultation Report (see attachment to Appendix B) stated that "the City is planning to construct a concession stand that will include paddleboard and kayak rentals", a subsequent feasibility study determined that a dock at this location was not feasible. As such, the nature of the good/services available, if any, at the ranger station/concession stand is not yet known. Potential uses could include food concessions, aquatic equipment rentals, and/or all-terrain wheelchair rentals. The building may only be used for restrooms and a ranger station/storage.

The Lower American River has been designated a "Recreational River" under both the California Wild and Scenic Rivers Act and the National Wild and Scenic Rivers Act (NWSR 2025).

REGULATORY FRAMEWORK

Local

American River Parkway Plan

As noted in the ARPP, recreation in the river corridor has many unique benefits, while also preserving naturalistic open space and habitat. Chapters 5, 6, 7, and 8 of the ARPP describe the types of recreational uses permitted in the American River Parkway, prohibited uses in the Parkway, allowable non-recreational uses, and other use restrictions based on specific land use designations for each adopted Parkway area plan. The proposed Project is located in a "Protected Area." The policies listed below are among those relevant to the recreational aspects of the Project:

> 5.12 Walking, hiking and running are permitted activities on the pedestrian trail, equestrian/hiking trail, firebreaks and maintenance roadways, and other trails as designated and signed throughout the Parkway.
> 7.8 Facilities and other improvements in Protected Areas shall be limited to those which are needed for the public enjoyment of the natural environment. Extensive development is not appropriate.
> 7.9 Activities in the Protected Areas shall include all Nature Appreciation, all Trails Recreation and Aquatic Recreation. Recreational Enjoyment activities are restricted to limited family unit picnicking along trails.
> 7.11 Public access points for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas (excluding existing access points) and Open Space Preserve Areas.
> 7.17 Habitat restoration, local drainage, public utilities, and public flood control facilities, as determined to be appropriate, to and permitted within, a Wild and Scenic Rivers corridor, are permitted in all land use categories.
> 7.19 Jurisdictions shall use their authority to reduce, eliminate, and/or mitigate potential adverse impacts upon the Parkway caused by adjacent land uses and activities.
>
> > 7.19.1 Structures shall be located so that neither they, nor activities associated with them, cause damage to Parkway plants or wildlife.
> > 7.19.2 Structures shall be located so that neither they, nor activities associated with them, impede the recreational use of the Parkway and such structures shall be consistent with the goals and policies of this Plan.
>
> 8.17 All new facilities and renovations or alterations of existing facilities, where applicable for the intended use and access of the facility, shall be accessible to persons with disabilities. Designated entryways for accessible trails shall be installed at several locations throughout the Parkway. All trails designated for persons with disabilities shall be appropriately signed to serve persons with disabilities.

In addition to the policies listed above, Tables 7.1, 7.2 and 7.3 of the ARPP synthesize the information in chapters 5-8, reflecting permissible recreational and non-recreational activities based on land use type. These tables reflect that Protected Areas, which includes the Project area, allow for: picnic facilities for groups of up to 10 people; walking and bicycling; non-motorized aquatic recreation; group uses for groups of up to twenty people; trails surfaced with concrete or other impervious materials; habitat restoration; service and emergency access roads and trails; and other uses.

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 the 2040 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The general plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development will be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2)

ANSWERS TO CHECKLIST QUESTIONS

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

No additional significant environmental effect. The proposed Project would not cause or accelerate substantial physical deterioration of existing parks or recreational facilities. The Project is intended to formalize and manage public access to Sutter's Landing Beach and associated park amenities that were previously planned and approved under the City's 2025 Sutters Landing Regional Park Site Amenities Plan Update and analyzed within the scope of the City of Sacramento 2040 General Plan Master Environmental Impact Report.

The ADA access trail would replace or discourage the use of informal social trails that currently contribute to localized erosion, vegetation trampling, and maintenance challenges. By providing a designated, ADA-compliant access route, the Project would concentrate pedestrian use on durable, engineered surfaces designed to accommodate anticipated levels of visitation, thereby reducing unmanaged foot traffic and minimizing wear on surrounding park resources.

A formalized trail for beach access in this location has been contemplated since 2003. The Project would not introduce a new recreational use or increase park capacity beyond what was contemplated in the adopted park planning documents. Although the ADA access trail would support access to an approved concession stand and would be constructed concurrently with the Two Rivers Trail project within the American River Parkway, these improvements were evaluated programmatically in the City's 2040 General Plan, Bicycle Master Plan, and General Plan Master Environmental Impact Report. That prior environmental review concluded that park and trail improvements, when implemented with standard design features and maintenance practices, would not result in substantial deterioration of recreational facilities. Routine operation and maintenance by the City would ensure that the ADA access trail and associated facilities remain in good condition. Accordingly, the Project

would not 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 2040 General Plan?

No additional significant environmental effect. The proposed project does not include residential development or other uses that would increase population or generate additional demand for recreational facilities. The project's purpose is to improve accessibility to Sutter's Landing Beach through the construction of an ADA-compliant trail, consistent with the existing parks and recreation land use designations evaluated in the City of Sacramento 2040 General Plan Master EIR. These improvements would enhance access for existing users rather than expand the site's recreational capacity or attract new users beyond what was previously anticipated. Therefore, the project would not create a need for new or expanded recreational facilities beyond what was analyzed in the 2040 General Plan EIR.

MITIGATION MEASURES

None.

FINDINGS

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

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
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?			X
B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X
C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
D) Result in inadequate emergency access?			X

Transportation and Circulation

ENVIRONMENTAL SETTING

The Project area is located in central Sacramento. Sutter's Landing Park is located along the American River near the northern edge of Midtown Sacramento and is primarily accessed via 28th Street, which extends north from C Street into the Sutter's Landing Park. Sutter's Landing Park sits between Business 80 (Capital City Freeway) and State Route 160, with C Street serving as the main east–west roadway connection to surrounding neighborhoods. Additional local access is provided through nearby streets such as A Street, B Street, and E Street, which link to 28th Street and other routes leading into the park.

The Two Rivers Trail is located within and directly adjacent to the Project area. The Two Rivers Trail is part of the City's goal for a continuous network of paved, accessible, multi-use trails connecting the existing Sacramento River and American River parkways. Phase I, completed in 2006, established the initial levee-top segment between Tiscornia Park and State Route 160. Subsequent improvements, including the Sutter's Landing Park segment that is located within and adjacent to the Project area, expanded trail access along the south bank of the American River in 2016. Future Phases III and IV, now in planning, aim to close remaining gaps and enhance connectivity between downtown Sacramento, Sutter's Landing Park, and the broader American River Parkway trail system.

REGULATORY FRAMEWORK

Federal and State

No federal or state plans, policies, regulations, or laws related to transportation/traffic apply to the Project.

Local

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) plays a central role in transportation infrastructure planning and funding assistance for the greater Sacramento region. In partnership with 28 member cities and counties, SACOG facilitates collaboration between local governments to address a variety of topics such as transportation planning, funding assistance, airport planning, and housing affordability.

Sacramento City Code

Section 12.20.020 of the Sacramento City Code has the following provisions related to construction traffic within the City limits:

A. Except when performing emergency repairs, no person shall perform any work that will obstruct vehicular traffic on a city street unless a traffic control plan has been approved by the director.
B. All work requiring a traffic control plan shall conform to the conditions and requirements of the approved plan.
C. Where a traffic control plan is required, the approved plan must be available at the site for inspection by the director during all work.
D. If the director determines that actual traffic conditions under the approved plan are hazardous to public safety, the director may require the plan to be immediately modified. If the hazardous conditions cannot be eliminated by plan modification the director may require work under the plan to be stopped, and the plan suspended, until the safety hazard is remedied.

The specific requirements for a traffic control plan are described in Section 12.20.030 of the Sacramento City Code and should include the appropriate diagrams, proposed time periods that traffic control would be in effect, and any proposed phases of the project that would affect the traffic control plan.

City of Sacramento Pedestrian Master Plan

The purpose of the Pedestrian Master Plan is to make Sacramento a model pedestrian-friendly city, also known as the "Walking Capital" (Pedestrian Master Plan 2006). The current overarching objectives of the Plan are to institutionalize pedestrian considerations and to improve the current pedestrian deficiencies. The goals of the Plan include improving awareness through education, creating a walkable pedestrian environment, and increasing pedestrian safety.

STANDARDS OF SIGNIFICANCE

For purposes of this initial study, transportation impacts may be considered significant if construction and/or operation of the proposed Project would result in any of the following conditions or potential thereof, after implementation of 2040 General Plan policies:

- conflict with a program, plan, ordinance or policy addressing transit, bicycle, and pedestrian facilities; or

- conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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. Provisions of the 2040 General Plan that provide substantial guidance include Mobility Goal M-1, calling for a transportation system that is an equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities and development that encourages walking and biking (Policy M 1.11). While the general plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the general plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities, and Impact 4.12-4 (freeway segments).

ANSWERS TO 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 would improve river access by constructing a paved concrete access path with stairs, including two ADA-compliant ramps, to connect Two Rivers Trail and Sutter's Landing Park Trail to Sutter's Landing Beach. As such, the Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

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

No additional significant environmental effect. In December 2018, OPR published technical guidance recommending approaches to analyzing transportation and land use projects. The technical guidance lists examples of projects that would not likely lead to a substantial or measurable increase in vehicle travel. The document lists the "addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel" as a non-significant transportation impact. The Project would construct a paved concrete access path with stairs, including two ADA-compliant ramps, to connect Two Rivers Trail and Sutter's Landing Park Trail to Sutter's Landing Beach. Therefore, there will be no changes to VMT. The Project would not be in 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)?

No additional significant environmental effect. The Project has been designed to ensure existing ingress and egress and existing sight distances. The proposed Project does not include any unusual design features or introduce incompatible users that could create a potentially hazardous situation.

D) Result in inadequate emergency access?

No additional significant environmental effect. Access to the Project area would be provided via 28th Street, which would provide adequate emergency access during construction and upon completion of the Project.

MITIGATION MEASURES

None.

FINDINGS

The Project would have no additional Project-specific environmental effects relating to Transportation and Circulation.

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		X	
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.		X	

Tribal Cultural Resources

ENVIRONMENTAL SETTING

The Project is located within the lands occupied and used by the Nisenan, or Southern Maidu. The language of the Nisenan, which includes several dialects, is classified in the Maiduan family of the Penutian linguistic stock (Dokken 2025b). The western boundary of Nisenan territory was the western bank of the Sacramento River. The eastern boundary was "the line in the Sierra Nevada mountains where the snow lay on the ground all winter" (Dokken 2025b).

Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages usually were located on low rises along major watercourses. Village size ranged from three houses to 40 or 50. Houses were domed structures covered with earth and tule or grass and measured 3.0–4.6 meters (9.8–15 feet) in diameter. Brush shelters were used in summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush, with a central smoke hole at the top and an east-facing entrance. Another common village structure was a granary used for storing acorns (Dokken 2025b).

The Nisenan occupied permanent settlements from which specific task groups set out to harvest the seasonal bounty of flora and fauna that the rich valley environment provided. The Valley Nisenan economy involved riparian resources—in contrast to the Hill Nisenan, whose resource base consisted primarily of acorn and game procurement. The only domestic plant was native tobacco (*Nicotiana* sp.), but many wild species were closely husbanded. The acorn crop from the blue oak (*Quercus douglasii*) and black oak (Q. *kelloggii*) was so carefully managed that this activity served as the equivalent of agriculture. Acorns could be stored in anticipation of winter shortfalls in resource abundance. Deer, rabbit, and salmon were the chief sources of animal protein in the Nisenan diet, but many other insect and animal species were taken when available.

Religion played an important role in Nisenan life. The Nisenan believe that all natural objects were endowed with supernatural powers. Two kinds of shamans existed: curing shamans and religious shamans. Curing shamans had limited contact with the spirit world and diagnosed and healed illnesses. Religious shamans gained control over the spirits through dreams and esoteric experiences (Dokken 2025b).

As with other California Native American groups, the arrival of miners responding to the gold rush of 1849 had a devastating effect on the Valley Nisenan. This diverse group of new people in search of gold brought diseases that decimated the Nisenan population. Those Nisenan who survived were subjected to violence and prejudice at the hands of the miners, and the Nisenan eventually were pushed out of their ancestral territory.

Data Sources/Methodology

Under PRC section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

Native American Consultation

CEQA tribal consultation with Wilton Rancheria and United Auburn Indian Community (UAIC) was opened on May 23, 2025, and is currently ongoing. Tribal consultation will conclude prior to the environmental document being finalized. Information regarding consultation with each tribe is described below:

- **UAIC:** Consultation with UAIC identified two known Tribal Cultural Resources (TCRs), consisting of burial mounds/village sites, in proximity to the Project area. To reduce potential impacts to the TCRs to less than significant under CEQA, three mitigation measures were developed (**TCR-1**, **TCR-2**, and **TCR-4**). These measures include tribal cultural awareness and sensitivity training, construction monitoring, and treatment of unanticipated discoveries. All three measures were developed based on measures provided by the UAIC.
- **Wilton Rancheria:** The Wilton Rancheria responded to the City's consultation request with a list of specific requests. In response, the City developed mitigation measures to address these requests. These measures include construction monitoring and treatment of unanticipated discoveries (**TCR-3** and **TCR-4**).

REGULATORY SETTING

Federal

There are no Federal plans, policies, or regulations related to Tribal Cultural Resources that are directly applicable to the proposed project, however 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.

State

California Environmental Quality Act — Statute and Guidelines

CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in Public Resources Code (PRC) 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

California Public Resources Code Section 5024

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

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- 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.
- 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 2040 General Plan Master EIR evaluated the potential effects of the implementation of the buildout of the 2040 General Plan as they relate to TCRs. In compliance with AB 52 and SB 18, the City sent notification letters regarding the preparation of the 2040 General Plan to Native American tribes and individuals who had previously requested such notices and engaged in official consultation with two Native American tribes (UAIC and Wilton Rancheria) during the preparation of the Master EIR.

The 2040 General Plan includes several policies and implementing actions identified as reducing impacts on TCRs that are relevant to the Proposed Project. Specifically, **Policy HCR-1.6** (Early Project Consultation) requires consultation with tribal representatives early in the development review process; **Policy HCR1.14** (Archeological, Tribal, and Cultural Resources) requires compliance with federal and state regulations aimed at protecting and mitigating impacts on archeological, cultural, and tribal cultural resources; and **Policy HCR-1.17** (Evaluation of Archeological Resources) requires the City to consult with Native American tribes to evaluate proposed development sites for the potential to discover sub-surface resources. Further, Implementing Action HCR-A.8 (Conditions for Resource Discovery) establishes procedures for protecting historic, archaeological, and tribal cultural resources, including halting work upon discovery, notifying the appropriate authorities, and ensuring compliance with federal and state laws for evaluation and treatment of the resource.

The Master EIR concluded that future development that would occur under the 2040 General Plan could result in substantial adverse changes in the significance of a TCR with cultural value to a California Native American tribe (Impacts 4.15-1 through 3). Existing regulations and implementation of the 2040 General Plan would not ensure the protection of all TCRs, including TCRs that have yet to be identified and could\ be discovered and/or destroyed during construction. Compliance with the legally required tribal notification and consultation requirements and 2040 General Plan policies along with the implementing action aimed at protecting TCRs would help reduce the significance of the impact. However, because there is no feasible mitigation available to ensure damage or destruction of a TCR would not occur, impacts remain significant and unavoidable (City, 2023).

ANSWERS TO 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)**

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.

Effect can be mitigated to less than significant. As described in the Cultural Resources section, the existing record search did not identify known archaeological resources that could be considered TCRs, listed or determined eligible for listing in the California Register, or included in a local register of historical resources as defined in PRC Section 5020.1(k), pursuant to PRC Section 21074(a)(1) in the APE. Additionally, indigenous resources were not identified during the pedestrian survey.

As described in the Environmental Setting section above, according to the provision of PRC Section 21080.3, tribal consultation with the Wilton Rancheria and UAIC tribes was opened on May 23, 2025 and is currently ongoing. Tribal consultation will conclude prior to the environmental document being finalized. Consultation with UAIC identified two known TCRs, consisting of burial mounds/village sites, in proximity to the Project area. To reduce potential impacts to the TCRs to less than significant, three mitigation measures were developed (**TCR-1**, **TCR-2**, and **TCR-4**). Consultation with the Wilton Rancheria resulted in the development of mitigation measures to reduce potential impacts TCRs as well (**TCR-3** and **TCR-4**). With inclusion of **TCR-1** through **TCR-4**, the proposed Project would have a less-than-significant impact on tribal cultural resources.

MITIGATION MEASURES

TCR-1: Tribal Cultural Awareness and Sensitivity Training (Training)

Cultural Awareness Training will be required by the City and developed by the applicant/Contractor for all personnel involved in project construction, including field consultants and construction workers, at their own expense. The training shall be developed in coordination with interested Native American Tribes and may be conducted by the project archaeologist.

- The training shall be conducted before any project-related construction activities begin at the project site. The training will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.
- All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

TCR-2: UAIC Monitoring

Tribal monitoring is intended to minimize impacts to existing and/or previously undiscovered TCRs. The total time commitment of the Tribal Monitor(s) will vary depending on the intensity and location of construction and the sensitivity of the area. UAIC Tribal Representatives and/or Tribal Monitors act as representatives of their Tribal government. They are experts in their Tribal Cultural Resources (TCRs) who have the statutory authority and expertise to identify sites or objects of cultural value to their Tribe and to recommend appropriate treatment and final disposition of such sites or objects.

- The City shall contact the UAIC at least 2 to 3 months prior to project initial ground-disturbing activities to retain the services of a Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.

- A contracted Tribal Monitor(s) shall monitor the initial ground-disturbing activities in the project area. If there are cultural finds, the UAIC THPO may require additional Tribal Monitoring.

- Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource. Treatment may include but is not limited to: a) recordation of the resource(s), b) avoidance and preservation of the resource(s), c) reburial of the resource(s) onsite in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.

- To track the implementation of this measure, the Tribal Monitor(s) shall document field-monitoring activities on a Tribal Monitor log. The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.

- The Tribal Monitor, in consultation with the UAIC THPO and the City, shall determine an end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

- In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving proper notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a tribal monitor, shall suspected Tribal Cultural Resources be mishandled or disrespected.

- The City shall assist with resolution of disagreements between the project proponent/contractor and the UAIC if such occurs on the project.

TCR-3: Wilton Monitoring

The Wilton Rancheria shall be provided the opportunity to monitor all ground-disturbing activities associated with the construction of the ADA access path and stairs to ensure the protection of potential tribal cultural resources. The Tribal Monitor(s) will be compensated for their time. The City or its contractor shall notify the Wilton Rancheria at least 72 hours in advance of the start of ground-disturbing activities to coordinate monitoring schedules. Tribal monitoring shall be limited to active ground disturbance areas during construction of the ADA access path and stairs. In addition, the City will maintain ongoing coordination with the Wilton Rancheria throughout the restoration phase of the project to allow for continued tribal input regarding restoration activities.

TCR-4: Unanticipated Discoveries

If any suspected TCRs or resources of cultural significance, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project

area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

A Tribal Representative and the City shall be immediately notified, and the Tribal Representative in coordination with the City shall determine if the find is a Tribal Cultural Resource (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

Treatment and Documentation:

- The culturally affiliated tribe shall consult with the City to (1) identify the boundaries of the TCR or resources of cultural significance, and (2) if feasible, identify appropriate preservation in place via avoidance measures, and long term management, or (3) if avoidance if infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.
- The City/Contractor shall provide secure, on-site locking storage or fenced area for Tribal cultural material recovered during construction activities. Only Tribal Representatives shall have access to the storage.
- The construction contractor(s) and the City shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.
- Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.
- Work at the discovery location shall not resume until authorization is granted by the City in coordination with the culturally affiliated Tribe.
- If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the City/County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the City/County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the City and landowner to define appropriate treatment and disposition of the burials.

FINDINGS

Incorporation of the Mitigation Measures **TCR-1** through **TCR-4** will ensure that impacts are reduced to a less-than-significant level. The Project would have no additional Project-specific environmental effects relating to TCRs. The Project would result in no additional significant environmental effects beyond what was previously anticipated in the Master EIR.

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

Utilities and Service Systems

ENVIRONMENTAL SETTING

Wastewater Service

Wastewater collection and treatment services for the proposed Project would be provided by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated from the Project area is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the Sacramento Regional Wastewater Treatment Plant (WWTP) located near Elk Grove. The City's Department of Utilities is responsible for providing and maintaining water, sewer collection, storm drainage, and flood control services for residents and businesses within City limits.

Water Supply Service

Water service for the proposed Project would be provided by the City. The City uses surface water from the Sacramento and American rivers to meet the majority of its water demands. To meet the City's water demand, the City uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins.

The City operates two water treatment plants: Fairbairn Water Treatment Plant (WTP) located along the American River near Sacramento State University, and the Sacramento River WTP located along the Sacramento River near downtown. Diversion restrictions (Hodge Flow conditions, discussed in subsequent sections) on the American River limit the capacity of the Fairbairn WTP. The Sacramento River WTP does not have sufficient intake and treatment capacity to make up for diversion restrictions at the Fairbairn WTP.

Solid Waste Service

The City does not provide commercial solid waste collection services. Rather, commercial garbage, recycling or yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste by the City. According to the Master EIR, the landfill

is permitted to accept up to 10,815 tons per day and the current peak and average daily disposal is much lower than the permitted amount. The landfill is anticipated to be capable of adequately serving the area, including the anticipated population growth, until the year 2065. Solid waste collected at commercial uses in the Project area is currently disposed of at the Kiefer Landfill (City 2023).

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. See Chapter 4.13.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2040 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.13-1) but the Master EIR concluded that the potential increase in demand for potable water in excess of the City's existing diversion and treatment capacity, and which could require construction of new water supply facilities, would result in a significant and unavoidable effect (Impact 4.13-2). The potential need for expansion of wastewater treatment facilities was identified as having a less-than-significant effect (Impact 4.13-4). Impacts on solid waste facilities were less than significant (Impact 4.13-5). Implementation of energy efficient standards as set forth in Titles 20 and 24 of the California Code of Regulations for residential and non-residential buildings, would reduce effects for energy to a less-than-significant level.

ANSWERS TO 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. As previously described, the proposed Project consists of the construction of a new ADA-compliant access trail from Sutter's Landing Trail to Sutter's Landing Beach. The Project would not increase population in the Project vicinity; therefore, there would be no additional wastewater flows as a result of Project development; or result in expanded wastewater treatment or stormwater drainage treatment.

Solid waste would be generated during construction; however, the amount will not exceed landfill capacities. Solid waste generated by the proposed Project would be transported to Kiefer Landfill which has been operating below permitted capacity and is projected to have capacity for about the next 20 to 30 years (City 2023).

Therefore, adequate capacity exists to serve the Project's construction and operational demand. Implementation of the proposed Project would result in no additional environmental effects beyond what was analyzed in the 2040 Master 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. As the proposed Project consists of the construction of a new ADA-compliant access trail from Sutter's Landing Trail to Sutter's Landing Beach. No new utility connections would need to be made to service Project. Therefore, no construction of new utility facilities or expansion of existing facilities would be required. Implementation of the proposed Project would result in no additional environmental effects beyond what was analyzed in the 2040 Master EIR.

MITIGATION MEASURES

None.

FINDINGS

The Project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Effect remains significant with all identified mitigation	Effect can be mitigated to less than significant	No additional significant environmental effect
16. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X	

Mandatory Findings of Significance

ANSWERS TO 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?

Effect can be mitigated to less than significant. The analysis contained in Biological Resources section concludes that this resource has the potential to be impacted by the Project. The potential for impacts to biological resources from construction of the proposed Project will be mitigated to less than significant impact with incorporation of Mitigation Measures **BIO-1** through **BIO-17**. Accordingly, the proposed Project will involve no potential for significant impacts due to degradation of the quality of the environment, substantial reductions in the habitat of a fish or wildlife species, causing a fish or wildlife population to

drop below self-sustaining levels, threatening to eliminate a plant or animal community, reduction in the number or restriction of the range of a rare or endangered plant or animal. The analyses contained in Cultural Resources and Tribal Cultural Resources section conclude the Project has potential to impact historical and/or cultural resources. The potential for impacts to historical and cultural (including TCR's) from construction of the proposed Project will be mitigated to less than significant impact with incorporation of Mitigation Measures **CR-1**, **CR-2**, and **TCR-1** through **TCR-4**. Accordingly, the proposed Project will involve no potential for significant impacts due to elimination of 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.)

No additional significant environmental effect. CEQA Guidelines Section 15064(h) states that a lead agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must therefore be conducted in connection with the effects of past projects, or other current projects, and probable future projects.

The proposed Project and associated park access improvements were previously planned and programmatically evaluated as part of the City's 2025 Sutter's Landing Regional Park Site Amenities Plan Update, which was analyzed within the scope of the City of Sacramento 2040 General Plan Master Environmental Impact Report (City of Sacramento 2024a). That prior environmental review assessed the cumulative effects of park improvements, access facilities, and supporting infrastructure within Sutter's Landing Regional Park in combination with other past, present, and reasonably foreseeable future projects.

The Project would formalize an existing, heavily used informal access route to Sutter's Landing Beach. Numerous social trails and informal paths currently exist in the project area and contribute to vegetation trampling and erosion on the levee slope and riverbank. The proposed ADA access trail would consolidate these unmanaged access points into a single defined route and facilitate closure and restoration of redundant social trails. Because the beach area is already accessible and actively used by the public, the Project would not introduce a new recreational destination or substantially increase the intensity of use beyond the existing baseline conditions analyzed in the Master EIR.

The ADA access trail would be constructed within the American River Parkway concurrently with the Two Rivers Trail project, which may result in temporary and limited impacts to biological resources during construction. However, the Two Rivers Trail project and associated bicycle and pedestrian improvements were likewise planned and approved under the City of Sacramento Bicycle Master Plan and the City of Sacramento General Plan, and their environmental effects were analyzed at a programmatic level in the General Plan Master Environmental Impact Report. The Master EIR evaluated cumulative impacts to biological resources within the American River Parkway resulting from implementation of multiple trail, access, and recreation projects over time.

The Site Amenities Plan Update also conceptually identifies a potential future concession facility within Sutter's Landing Regional Park. However, the specific nature, size, and operation of any concession use are currently unknown. The building has been designed to

include a ranger station, restrooms, and a flexible space that may be used as storage or a concession space. Because the nature and scope of future concessions, if any, is unknown, any potential interaction between a future concession facility and the ADA access trail, including whether the proximity of the trail to a future concession could increase pedestrian use, would be speculative at this time and cannot meaningfully contribute to a cumulative impact analysis.

The ADA access trail would be spatially limited, would incorporate avoidance, minimization, and restoration measures, and would not increase the overall intensity or geographic extent of impacts beyond what was analyzed in the Master EIR and subsequent tiered environmental documents. When considered together with the Two Rivers Trail project and other past, present, and reasonably foreseeable future projects in the American River Parkway, the Project's incremental contribution would be minor and would not be cumulatively considerable. Accordingly, the Project would not result in cumulatively significant impacts under CEQA.

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

Effect can be mitigated to less than significant. The Project would not result in either direct or indirect substantial adverse effects on human beings. Air quality, water quality, hazards, and noise can be reduced to less-than-significant levels through implementation of the measures included in this study (**AQ-1, BIO-3**, **BIO-4**, **BIO-8**, **HAZ-1**, **NOI-1**, **WQ-1,** and **WQ-2**).

Section IV - Environmental Factors Potentially Affected

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

X	Aesthetics	X	Hydrology and Water Quality
X	Air Quality	X	Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
	Geology and Soils	X	Tribal Cultural Resources
X	Greenhouse Gas Emissions		Utilities and Service Systems
X	Hazards		Population and Housing
	None Identified		

Section V - Determination

On the basis of the initial study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2040 General Plan Master EIR; (b) the proposed project is consistent with the 2040 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Signature

Date

Printed Name

References Cited

[CARB] California Air Resources Board

2024 Current California GHG Emission Inventory Data. Available at: <https://ww2.arb.ca.gov/ghg-inventory-data>. Accessed October 6.

2023. Area Designations for State Ambient Air Quality Standards. November. at: <https://files.ceqanet.lci.ca.gov/322604-1/attachment/QeQJeC84RYfJGYoQG1w12zhxKb49JMSCWhCrwsMmE-JAUn4nQVwZCX7I30PY_Tw6JaPOD9uQrx0fhh4f0>. Accessed June 2025. Available

2013. The California Almanac of Emissions and Air Quality. Available at: <https://ww2.arb.ca.gov/our-work/programs/resource-center/technical-assistance/air-quality-and-emissions-data/almanac>. Accessed June 2025.

[Caltrans] California Department of Transportation

2025 Scenic highways. Accessed July 2025. Available at: < https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways#:~:text=California%20State%20Scenic%20Highways%201%20Introduction%20The%20Department,Guidance%20for%20Officially%20Designated%20State%20Scenic%20Highways%20>.

[CLI] California Legislative Information

2025 California Wild and Scenic Rivers Act (Public Resources Code §§ 5093.50–5093.70). Accessed July 2025. Available at: <https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=5.&title=&part=&chapter=1.4.&article=>.

[City] City of Sacramento

2024 Sacramento 2040 General Plan. Adopted February 27.

2023 Public Review Draft Master Environmental Impact Report: Sacramento 2040 General Plan and Climate Action & Adaptation Plan. August.

[County] Sacramento County

2008 American River parkway Plan 2008. Accessed July 2025. Available at: <https://regionalparks.saccounty.gov/Parks/Pages/ParkwayPlan.aspx>.

[DOC] California Department of Conservation

2022 California Important Farmland Finder. Accessed July 2025. Available at: <http:

2000 A General Location Guide for Ultramatic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos. August.

1999 Division of Mines and Geology. Mineral land Classification: Portland Cement Concrete-Grade Aggregate and Kaolin Clay Resources in Sacramento County, California. Accessed July 2025. Available at: <https://maps.conservation.ca.gov/cgs/minerals/?page=Mineral-Land-Classification#data_s=id%3AdataSource_4-18a47b5b8e5-layer-10-192c08351d7-layer-30%3A9>.

[Dokken] Dokken Engineering

2025 Biological Resources Technical Report. Sutter's Landing Park River Access Trail Project. October.

2025 Cultural Resources Inventory Report. Sutter's Landing Park River Access Trail Project. October.

[DWR] California Department of Water Resources

2018 Hydraulic Assessment of Existing and Project Conditions, City of Sacramento Two Rivers Trail Phase 2. June 6.

2017 Groundwater Information Center Interactive Map Application. Available at: <https://gis.water.ca.gov/app/gicima/.https://gis.water.ca.gov/app/gicima/>. Accessed October 6.

2016 Sacramento City Code, Chapter 15.88: Grading, Erosion, and Sediment Control. Available at : <https://www.qcode.us/codes/sacramento/view.php?topic=15-15_88>. Accessed: July 10.

[EPA] United States Environmental Protection Agency

2025 Greenhouse Gas Emissions. Accessed July 2025. Available at: <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

2025 Nonattainment Areas for Criteria Pollutants (Green Book). Accessed October 2025. Available at: <https://www.epa.gov/green-book>

[FHWA] Federal Highway Administration

2025 National Scenic Byways. Accessed July 2025. Available at: <https://fhwaapps.fhwa.dot.gov/bywaysp/>.

[Geocon] Geocon Consultants, Inc.

2025. Draft Preliminary Geotechnical Design/Materials Report. May.

[NRCS] Natural Resource Conservation Service

2025. Custom Soil Resource Report for Sacramento County, California: Sutter's Landing Park ADA River Access Project. August 30.

[NWSRS] National Wild and Scenic River System

2025 American (Lower) River. Accessed July 2025. Available at: <https://rivers.gov/rivers/river/american>.

[PG&E] Pacific Gas and Electric Company

2025. Company profile. Available at: <https://www.pge.com/en/about/company-information/company-profile.html>. Accessed June 2025.

[SACOG] Sacramento Area Council of Governments

2025 Metropolitan Planning Organization for the Sacramento Metropolitan Area. Accessed June 2025. Available at: < https://www.sacog.org/>.

[SMUD] Sacramento Municipal Utility District

2025. Our Service Area. Available at: <https://www.smud.org/Corporate/About-us/SMUDs-Territory-Map>. Accessed June 2025.

[SMAQMD] Sacramento Municipal Air Quality Management District

2020 SMAQMD Thresholds of Significance Table. Available at: https://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed October 6, 2025.