



Truxel Road Bridge Project

Modified Initial Study/15183 Checklist

June 2025

Prepared for:

City of
SACRAMENTO

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ENGINEERING

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Appendix A. Environmental Documentation Memo

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1. Background

The City of Sacramento proposes to construct an all-modes bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River as part of the Truxel Bridge Project (**Figure 1. Project Vicinity** and **Figure 2. Project Location**). The bridge would cross over the American River Parkway, which is governed by the American River Parkway Plan (ARPP). The ARPP is a component of the Sacramento County General Plan, the ARPP was first adopted in 1962. The ARPP addresses the preservation, use, development, and administration of the Parkway. Within the ARPP, the Discovery Park Area Plan Map identifies a proposed bridge crossing the American River (**Figure 3. Discovery Park Area Plan Map**). This crossing is identified as the Downtown Natomas Airport (DNA) light rail extension. The DNA light rail extension's purpose is to provide the conveyance of light rail, pedestrians, and bicyclists across the American River and is part of the greater DNA Corridor project proposed by Sacramento Regional Transit (SacRT). The City's proposed Truxel Road Bridge Project is along the same alignment to the DNA light rail extension and would accommodate pedestrians, cyclists, and future light rail; however, this bridge crossing would also include one lane for vehicles in each direction. As such, an Area Plan Map Amendment to the Discovery Park Area Plan Map within the ARPP would need to be processed and approved by Sacramento County in order to properly reflect the City's proposed all-modes bridge.

The Truxel Bridge Project is listed as a subsequent project in the City's 2035 and 2040 General Plan. This Modified Initial Study references the 2035 and 2040 General Plans due to ongoing litigation involving the 2040 General Plan, which may affect its implementation. This Modified Initial Study will assist the City and County to determine whether the Truxel Road Bridge Project is sufficiently analyzed in the 2035 and 2040 General Plan Master Environmental Impact Reports (MEIRs) to support the proposed Discovery Park Area Plan Map Amendment. The proposed Discovery Park Area Plan Amendment would facilitate construction of the Truxel Road Bridge Project, connecting Truxel Road to Sequoia Pacific Boulevard across the American River. It should be noted that the City will prepare a separate project specific California Environmental Quality Act (CEQA) document for the Truxel Road Bridge Project during its preliminary design and environmental phase.

CEQA Guidelines Section 15183

This Modified Initial Study identifies and analyzes the potential environmental impacts of the Truxel Road Bridge Project, which will be used to support the County's Discover Park Area Plan Amendment. A separate project specific CEQA document will be prepared for the City's Truxel Road Bridge Project during its preliminary design and environmental phase. The information and analysis presented in this document is organized in accordance with the order of the CEQA checklist in Appendix G of the CEQA Guidelines.

In March 2015, the City of Sacramento adopted the 2035 General Plan and certified an associated MEIR for the updated General Plan. On February 27, 2024, the City of Sacramento adopted the 2040 General Plan, which became effective on March 28, 2024. The City of Sacramento also certified a MEIR associated with the 2040 General Plan on February 27, 2024. The 2035 and 2040 MEIRs are program environmental impact reports, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The MEIR for both General Plans analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan.

The 2035 and 2040 General Plan MEIRs list the Truxel Road Bridge Project, as proposed, as a subsequent project. These are specific projects that may be undertaken during the period covered

by the General Plan. The environmental impacts documented in the General Plan MEIR include an analysis of the effects anticipated to result from implementation of the General Plan and the list of Subsequent Projects identified in the General Plan. In Table 2-2 of the 2035 General Plan MEIR, the Truxel Road Bridge Project is listed as the “Truxel Rd. Bridge/American River Crossing” that would “Construct 2-lane bridge crossing the American River between South Natomas and the River District”. In Appendix E of the 2040 General Plan MEIR, the Truxel Road Bridge Project is listed as the “Lower American River Crossing” with the following description: “New all-modal bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through concept and feasibility study”. The Truxel Road Bridge Project is also shown as a planned arterial road in the circulation diagrams of each general plan. Lastly, the City’s 2035 and 2040 General Plans designate the Truxel Road Bridge Project site, the majority of which is encompassed by the American River Parkway, as Parks and Recreation. The Truxel Road Bridge Project would not change the Parks and Recreation land use designation nor would it introduce housing development in the area.

Pursuant to Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the City has already certified MEIR’s, additional environmental review is not required “except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” If such requirements are met, the examination of environmental effects is limited to those which the agency determines, in an Initial Study or other analysis:

1. are peculiar to the project or the parcel on which the project would be located;
2. were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent;
3. are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or,
4. are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth by Section 15183 of the CEQA Guidelines, the City’s 2035 and 2040 General Plan MEIR serves as a basis for the Modified Initial Study to determine if impacts related to the Truxel Road Bridge Project would occur that are not adequately covered in the previously certified MEIR.

This Modified Initial Study indicates whether the Truxel Road Bridge Project would result in any of the following significant impacts for the purposes of amending the Discovery Park Area Plan Map: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the General Plan MEIR; (3) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or (4) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the General Plan MEIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan MEIR.

Regarding “peculiar” impacts, CEQA Guidelines Section 15183(f) states the following:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

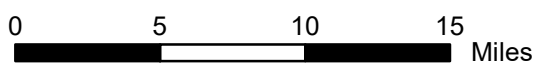
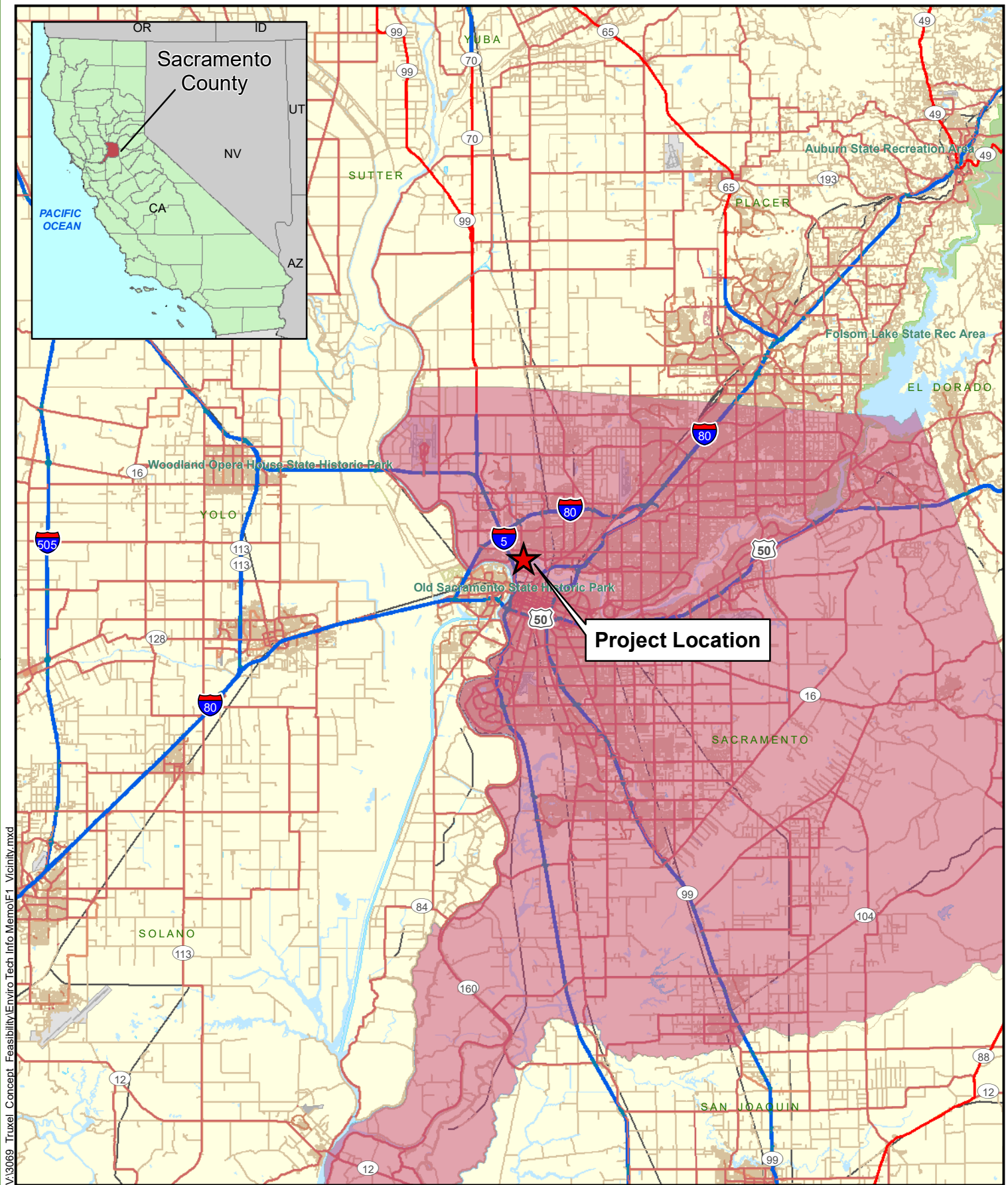
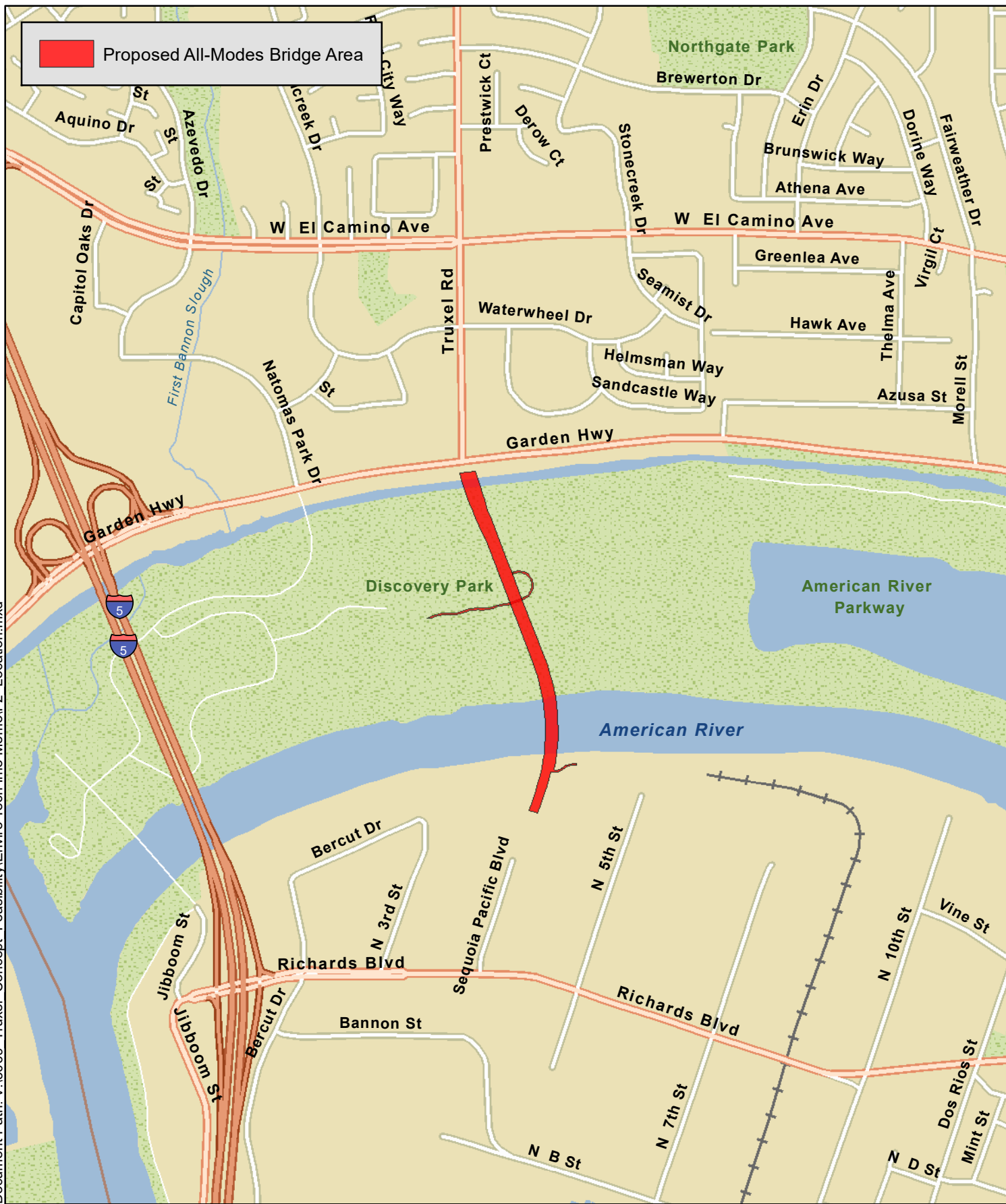


FIGURE 1
Project Vicinity

Truxel Road Bridge Project
City of Sacramento, Sacramento County, California

Document Path: V:\3069 Truxel Concept Feasibility\Enviro Tech Info Memo\F2 Location.mxd



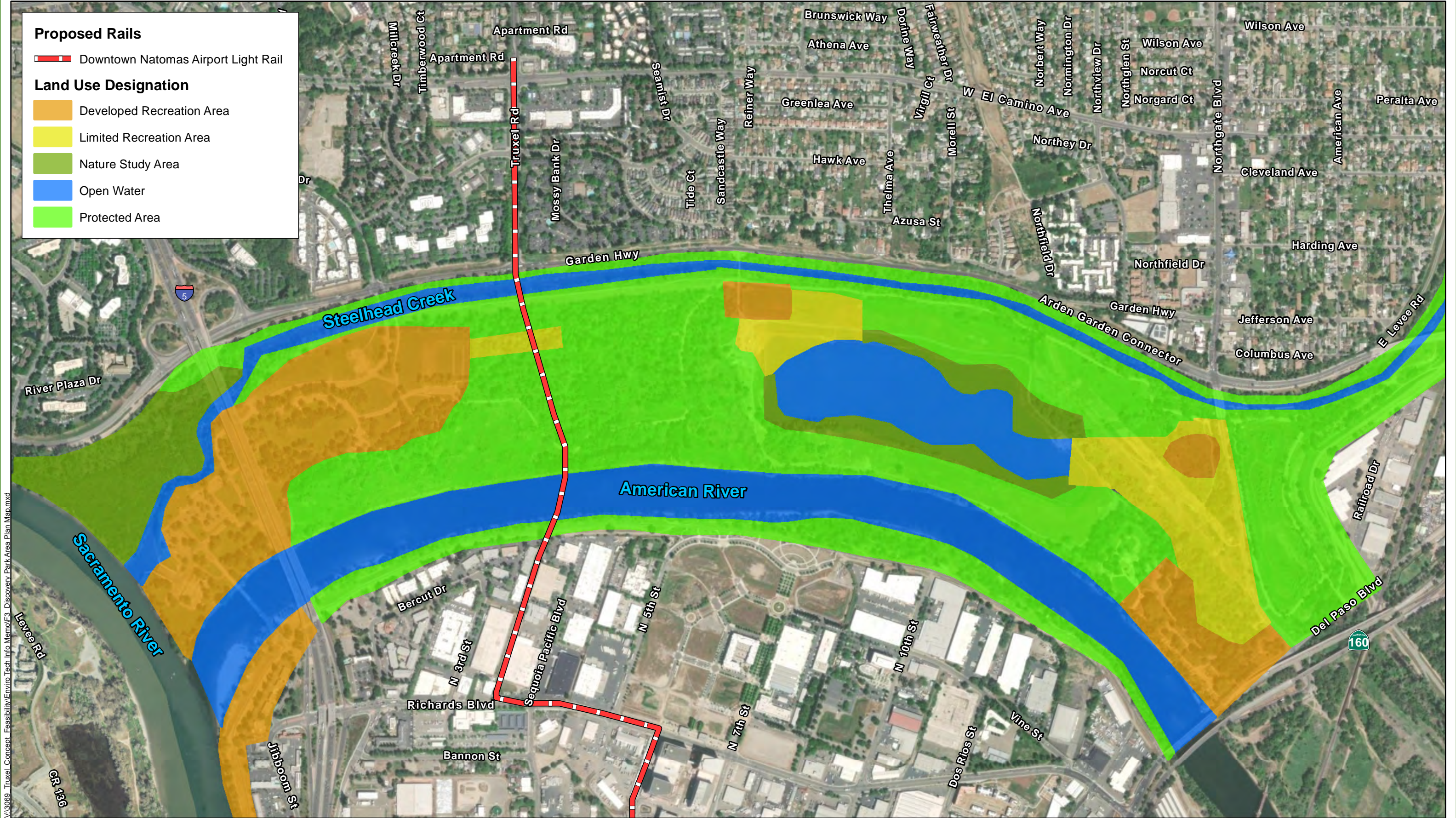
Source: ESRI World Street Maps Online; Dokken Engineering 5/21/2025; Created By: ahale



0 800 1,600 2,400 3,200 Feet

FIGURE 2
Project Location

Truxel Road Bridge Project
City of Sacramento, Sacramento County, California



Proposed Rails

Downtown Natomas Airport Light Rail

Land Use Designation

- Developed Recreation Area
- Limited Recreation Area
- Nature Study Area
- Open Water
- Protected Area

V:\3069_Truxel_Concept_Feasibility\Enviro_Tech_Info\Memo\F3_Discovery_Park_Area_Plan_Map.mxd

Source: ESRI Maps Online; Dokken Engineering 5/21/2025; Created By: ahale



1 inch = 800 feet



FIGURE 3
Discovery Park Area Plan Map

Truxel Road Bridge Project
City of Sacramento, Sacramento County, California

2. Project Description

Located in the City of Sacramento in Sacramento County, California, the Truxel Road Bridge Project would involve construction of an all-modes bridge, designed to serve multiple forms of transportation to meet the diverse needs of the community. The bridge would connect Truxel Road and Sequoia Pacific Boulevard and span the American River and the Jedediah Smith Memorial Trail. The bridge would accommodate vehicles, providing a much-needed alternative to the heavily congested I-5 corridor for local trips. In addition to vehicular traffic, the bridge would feature dedicated pathways for pedestrians and cyclists, promoting active transportation and healthier, more sustainable commuting options. To further promote active transportation, the bridge would be designed to also connect to key trails in the vicinity consistent with the policies within the ARPP. The proposed bridge will be designed to accommodate future light rail, ensuring that the bridge is consistent with Sacramento's long-term transit goals and capable of supporting its expanding public transportation network. However, it is important to note that lanes dedicated for future light rail can serve as bus lanes on the bridge as an interim solution if SacRT is unable to extend light rail within the Project's construction timeline. The bridge would comply with Sacramento's Neighborhood-Friendly Bridge Policy.

The all-modes bridge would significantly improve connectivity between Natomas and Downtown Sacramento, providing a more reliable and efficient route for local commuters. Additionally, the all-modes bridge would increase evacuation and emergency/disaster response options for Central City and South Natomas residents and businesses. By easing traffic congestion and offering alternative transportation options, the bridge would enhance regional mobility, reduce travel times, and contribute to improved air quality. This Project not only addresses the immediate infrastructure needs of the area but also supports future growth by creating a vital link between these key communities within the City of Sacramento.

Lastly, the bridge would also cross over the American River Parkway, which is governed by the ARPP. Within the ARPP, the Discovery Park Area Plan Map identifies a proposed bridge crossing the American River. This crossing is identified as the DNA light rail extension. The City's proposed Truxel Road Bridge Project is along the same alignment to the DNA light rail extension and would accommodate pedestrians, cyclists, and future light rail; however, this bridge crossing would also include one lane for vehicles in each direction. As such, an Area Plan Map Amendment to the Discovery Park Area Plan Map within the ARPP would need to be processed and approved by Sacramento County in order to properly reflect the City's proposed all-modes bridge.

3. Environmental Checklist/ Impact Analysis

The following modified checklist is based on the environmental checklist form presented in Appendix G of the CEQA Guidelines. The modified checklist form is used to determine whether the Truxel Road Bridge Project is sufficiently analyzed in the 2035 and 2040 General Plan MEIRs to support the proposed Discovery Park Area Plan Map Amendment. A discussion follows each environmental issue identified in the checklist. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 1. AESTHETICS <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Have a substantial adverse effect on a scenic vista?			X
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?			X
C) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X

Questions A through D

According to the 2035 and 2040 General Plan MEIRs, there are various scenic resources in the vicinity such as the American River and the dense stand of riparian habitat present in this area. The Truxel Road Bridge Project would introduce an elevated bridge structure over the Jedediah Smith Memorial Trail in the American River Parkway, above the American River, and through natural areas within the American River Parkway, which would result in significant impacts to scenic resources.

According to the 2035 and 2040 General Plan MEIRs, new development permitted under each General Plan, which includes the Truxel Road Bridge Project as a subsequent project, could result in changes to important scenic resources that are visible from sensitive (and public) viewing locations. As such, the 2035 and 2040 General Plan include policies and programs intended to preserve visual resources and ensure new development is designed to lessen impacts associated with preserving scenic views. See Chapter 4.13 (Visual Resources) in the 2035 General Plan MEIR and Chapter 4.1 (Aesthetics) in the 2040 General Plan MEIR for more information. The Truxel Road Bridge Project would be required to comply with all applicable General Plan policies and programs.

The 2035 and 2040 General Plan MEIRs determined that compliance with their respective General Plan policies along with implementing actions and existing City requirements to protect scenic resources would reduce impacts to a less than significant level. However, Chapter 6.6.2 of the 2035 General Plan MEIR states that significant impacts to visual resources for subsequent projects that include construction of bridges over important scenic resources (i.e. the American River), which includes the Truxel Road Bridge Project, could be potentially significant after implementation of Policy ER 7.1.1 (Protect Scenic Views), Policy ER 7.1.2 (Visually Complimentary Development), and Policy ER 7.1.5 (Scenic Resources at River Crossings). Therefore, potentially significant impacts to scenic resources resulting from buildout of the General Plan, including the Truxel Road Bridge Project, have been generally anticipated in the MEIR.

Lastly, the Truxel Road Bridge Project would introduce lighting above the American River Parkway. All new developments are subject to applicable General Plan policies, including Policy LUP-4.6 (Compatibility with Adjoining Uses) in the 2040 General Plan MEIR and Policy ER 7.1.3 (Lighting) in the 2035 General Plan MEIR. Compliance with applicable General Plan policies would ensure that new lighting would remain less than significant, as anticipated in the MEIR.

For the purpose of amending the Discovery Park Area Plan Map, impacts to aesthetics/visual resources resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 2. AGRICULTURE AND FOREST RESOURCES <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned			X

	Timberland Production (as defined by Government Code section 51104(g))?			
D)	Result in the loss of forest land or conversion of forest land to non-forest use?			X
E)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X

Questions A through E

According to the California Department of Conservation Important Farmland Map, the Truxel Road Bridge Project site is designated as Other Land, and is generally surrounded by Urban and Built-Up Land. As such, the Truxel Road Bridge Project site does not contain soils designated as Important Farmland (i.e., Prime Farmland, Unique Farmland or Farmland of Sitewide Importance). The site is not zoned for agricultural uses and is not under a Williamson Act contract. In addition, the site is not used for agricultural or timber-harvest operations. Thus, the Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics is not required at the programmatic level to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge. However, it should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed separately during its preliminary design and environmental phase.

Issues: 3. <u>AIR QUALITY</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Conflict with or obstruct implementation of the applicable air quality plan?			X
B) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?			X
C) Expose sensitive receptors to substantial pollutant concentrations?			X
D) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X

Questions A through D

During construction of the Truxel Road Bridge Project, various types of equipment and vehicles would temporarily operate on the site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Construction activities also represent sources of fugitive dust, which includes particulate Matter (PM) emissions. As construction of the Truxel Road Bridge Project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the site is in a federal and state non-attainment area for ozone, state non-attainment for PM₁₀, and federal non-attainment for PM_{2.5}. The Truxel Road Bridge Project would construct an all-modes bridge that includes vehicle lanes; therefore, operation of the Truxel Road Bridge Project would result in an increase in localized emissions. Emissions produced as a result of the Truxel Road Bridge Project could impact nearby sensitive receptors such residences, recreationalists utilizing the American River Parkway, Read Academy of Sacramento, and Childtime of Sacramento.

According to the 2035 and 2040 General Plan MEIRs, new development permitted under both General Plans, including the Truxel Road Bridge Project, could impact air quality. As such, the 2035 General Plan and 2040 General Plan includes policies and programs intended to lessen these impacts. See Chapter 4.2 (Air Quality) in the 2035 General Plan and Chapter 4.3 (Air Quality) in the 2040 General Plan for policies that address air quality. The Truxel Road Bridge Project would be required to comply with all applicable General Plan policies and Sacramento Metropolitan Air Quality Management District rules and regulations.

The Truxel Road Bridge Project, as proposed, is identified as a subsequent project under both General Plans. Thus, its emissions have been accounted for in the program-level analysis in the 2035 and 2040 General Plan MEIRs. Given that the Truxel Road Bridge Project is consistent with its listing as a subsequent project under the 2035 and 2040 General Plans, for the purposes of amending the Discovery Park Area Plan Map, air quality impacts associated with construction and operation of the Truxel Road Bridge Project were adequately addressed in the General Plan MEIR. Therefore, the Truxel Road Bridge Project would not result in any peculiar effects, and further CEQA review would not be required for this topic at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

<p>Issues:</p> <p>4. <u>BIOLOGICAL RESOURCES</u></p> <p><i>Would the Project:</i></p>	<p>Significant Impact Peculiar to the Project or the Project Site</p>	<p>Significant Impact due to New Information</p>	<p>Impact Adequately Addressed in the General Plan MEIR</p>
<p>A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or</p>			<p>X</p>

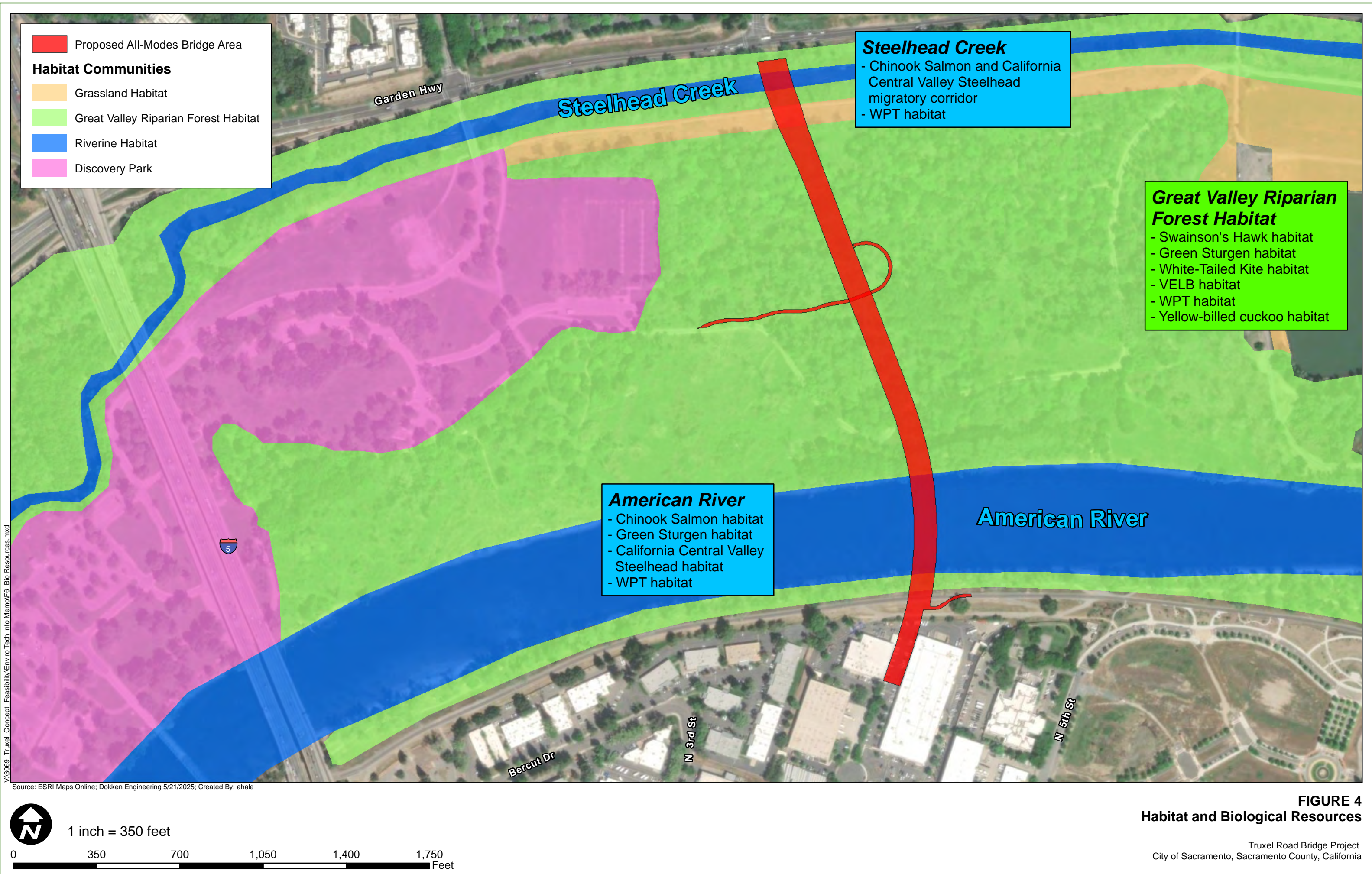
	by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			
B)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			X
C)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X
D)	Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?			X
E)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X
F)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?			X

Questions A through D

The following discussion is based primarily on the findings of the Environmental Documentation Memo prepared for the Truxel Road Bridge Project's Feasibility Study (see **Appendix A**).

Database research and preliminary field surveys determined that the American River and associated riparian habitat, which are considered sensitive habitat communities within the Truxel Road Bridge Project area, provide suitable habitat for the following special status species: Chinook salmon, Green sturgeon, California Central Valley (CCV) Steelhead, Swainson's Hawk, White-Tailed Kite, Western Pond Turtle, and valley elderberry longhorn beetle (VELB). See **Figure 4. Habitat and Biological Resources** for more information. These species were included as potentially occurring with the Policy Area of the 2035 and 2040 General Plan MEIRs.

The Truxel Road Bridge Project would involve constructing a new bridge crossing across the Discovery Park area and American River. This would result in potentially significant impacts to the American River, which is considered suitable habitat for Chinook salmon, Green sturgeon, CCV Steelhead, and Western Pond Turtle, and to riparian habitat within the Truxel Road Bridge Project area, which is considered suitable habitat for Swainson's Hawk, White-Tailed Kite, and VELB.



Additionally, a public speaker at a City Council meeting noted that the area provided suitable habitat for the yellow-billed cuckoo. A recent challenge to a nearby project further identified that the area provides suitable habitat for the California gull, Nuttall's woodpecker, yellow-billed magpie, oak titmouse, and Bullock's oriole. Potential impacts to wetlands are also possible.

The 2035 and 2040 General Plan MEIRs concluded that applicable federal, State, regional, and local regulations, together with the policies and programs included in each General Plan would reduce potential impacts to special-status plant and wildlife species that could result from buildout of the General Plan to a less-than-significant level. However, Chapter 6.6.2 of the 2035 General Plan MEIR states that subsequent projects that propose construction of river crossings, including the Truxel Road Bridge Project, have a greater potential to result in impacts to special status species and associated habitat due to their proximity to riparian areas along the American River. Therefore, potentially greater impacts to special status species and sensitive habitats resulting from construction of river crossing projects, including the Truxel Road Bridge Project, have been generally anticipated in the MEIR.

Applicable federal and State regulations include, but are not limited to, the Clean Water Act (CWA), Federal Endangered Species Act (FESA), Migratory Bird Treaty Act (MBTA), California Endangered Species Act (CESA), and California Fish and Game Code (CFGF). Local regulations related to biological resources, such as general plan policies, are included in Chapter 4.3 (Biological Resources) in the 2035 General Plan and Chapter 4.4 (Biological Resources) of the 2040 General Plan. The Truxel Road Bridge Project would be required to comply with all applicable General Plan policies along with other regulations required when there are impacts to special status species and sensitive habitats protected by resource agencies.

Compliance with the City's General Plan policies, along with compliance with applicable federal, State, regional, and local regulations (as required by the City) would substantially mitigate potential impacts to special status species and associated sensitive habitat; therefore, pursuant to CEQA Guidelines Section 15183(f), impacts related to special status species and associated sensitive habitat are not considered peculiar in order to amend the Discovery Park Area Plan Map.

For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to special status species and associated sensitive habitat resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. However, it should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Question F

The northern, urban portion of the Truxel Road Bridge Project area is within the southern boundary of the Natomas Basin Habitat Conservation Plan. The Truxel Road Bridge Project would pay any applicable mitigation fees and implement any required avoidance and minimization measures if determined to be required. Thus, the Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics is not required at the programmatic level to amend the Discovery Park Area Plan Map to would reflect the Truxel all-modes bridge. However, it should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Question E

Construction of the Truxel Road Bridge Project would result in the removal of numerous trees located within the American River Parkway. The 2035 and 2040 General Plans include goals and policies designed to protect trees and also to promote additional tree planting to increase shade and enhance the urban forest. These include Policy ER 2.1.8 (Oak Woodlands) and Policy ER 3.1.3 (Trees of Significance) in the 2035 General Plan and Policy ERC-3.3 (Tree Protection) in the 2040 General Plan. Additionally, the City of Sacramento Tree Ordinance protects all native trees with a trunk diameter of 12 inches or greater measured at standard height and all trees over 24 inches in diameter in undeveloped areas. The Truxel Road Bridge Project will comply with all General Plan policies, the City's Tree Ordinance, and, if necessary, Sacramento County's Tree Ordinance.

Through compliance with the City's General Plan policies and the Tree Ordinance, impacts related to conflicts with local policies or ordinances protecting biological resources as a result of the Truxel Road Bridge Project would be less than significant, as documented in the 2035 and 2040 General Plan MEIRs. For the purpose of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to this topic were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. However, it should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 5. <u>CULTURAL RESOURCES</u> <i>Would the Project:</i>		Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
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

Questions A through C

The Truxel Road Bridge Project is located within the American River adjacent to the confluence with the Sacramento River which was an area of regional importance during both Indigenous and historic occupational periods. There are known Native American cultural resources present within the vicinity of the site, including the Delta Tribal Cultural Landscape (TCL) and the Lower American River TCL, making the Discovery Park area of high cultural sensitivity. Historic-era resources in the area include the river levees, the Natomas East Main Drain, and commercial buildings, such as the California Office of Emergency Services building on Sequoia Pacific Boulevard. As the Truxel Road Bridge Project footprint encompasses a portion of the Delta TCL and a previously unrecorded portion of the Lower American River TCL, which are both considered significant resources eligible for listing on the California Register of Historical Resources,

construction of the Truxel Road Bridge Project may have a potentially significant effect under CEQA.

The 2035 General Plan and 2040 General Plan includes policies and programs intended to preserve and lessen impacts to cultural resources. See Chapter 4.4 (Cultural Resources) in the 2035 General Plan and Chapter 4.5 (Cultural Resources) in the 2040 General Plan for more information. The Truxel Road Bridge Project would be required to comply with all applicable General Plan policies and programs intended to lessen impacts to cultural resources.

The 2035 and 2040 General Plan MEIRs determined that compliance with their respective General Plan policies, along with implementing actions and existing City requirements to protect and preserve historic and archaeological resources set forth in the City Code, would reduce the significance of impacts to historic and archaeological resources. However, because feasible mitigation to guarantee that the loss, damage, or destruction of historically significant resources and archaeological resources (including human remains) does not exist, the 2035 and 2040 General Plan MEIRs concluded that buildout of each respective General Plan, including the proposed Truxel Road Bridge Project, would result in a significant and unavoidable impact related to both historical and archaeological resources.

Compliance with the City's General Plan policies, programs, and actions, as well as California Health and Safety Code Section 7050.5, 7051, and 7054 and Section 5097 of California PRC, would substantially mitigate potential impacts to cultural resources as a result of the Truxel Road Bridge Project; therefore, pursuant to CEQA Guidelines Section 15183(f), impacts are not considered peculiar.

For the purposes of amending the Discovery Park Area Plan Map, which would reflect the Truxel all-modes bridge, impacts related to causing a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturbing human remains, including those interred outside of formal cemeteries, were adequately addressed in the General Plan MEIR, and the Truxel Road Bridge Project would not result in any peculiar effects that would require further CEQA review at the programmatic level related to such. However, it should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed separately during its preliminary design and environmental phase.

Issues: 6. <u>ENERGY</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
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

Questions A and B

Construction of the Truxel Road Bridge Project would involve increased energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met through a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the site would be disturbed at a time, with operation of construction equipment occurring at different locations on the site, rather than a single location. Additionally, the Truxel Road Bridge Project would include a permanent light source through installation of lighting either on light poles or incorporated within the railings/barriers. Lighting on the bridge would be the only energy consumption during operation of the Truxel Road Bridge Project. Overhead catenary to power light rail trains would exist on the bridge but the location of any traction power substations would be outside of the Parkway limits.

The 2040 General Plan includes measures that would help reduce energy consumption resulting from future construction activities. See Chapter 6.3 (Energy Conservation) in the 2035 General Plan and Chapter 4.6 (Energy) in the 2040 General Plan for more information. The Truxel Road Bridge Project would be required to comply with these policies as well as other State regulations. This would ensure that impacts to energy, as a result of construction of the Truxel Road Bridge Project, remains at less than significant, as documented in the General Plan MEIR.

Based on the above, the Truxel Road Bridge Project would involve energy use associated with construction activities and operations. Given that the Truxel Road Bridge Project is listed as a subsequent project in the 2035 and 2040 General Plans, buildout of the site and associated energy demands have been anticipated by the City and analyzed in each respective General Plan MEIR. Furthermore, the Truxel Road Bridge Project would comply with applicable General Plan policies, as well as other State energy standards, which would ensure that construction and operation 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. Lastly, the eventual construction of an all-modes bridge across the Discovery Park Project is intended to improve regional mobility and would marginally reduce greenhouse gas

(GHG) emissions by improving connectivity in the area. Therefore, for the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to energy use were adequately addressed in the 2035 and 2040 General Plan MEIRs, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 7. <u>GEOLOGY AND SOILS</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
<p>A) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 			X
B) Result in substantial soil erosion or the loss of topsoil?			X
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X
D) Be located on expansive soil, as defined in Table 18- 1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property			X
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater			X

F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature			X
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Questions A, C, and D

The Truxel Road Bridge Project would construct a new all-modes bridge structure over Discovery Park and the American River. As part of the Feasibility Study prepared for the Truxel Road Bridge Project, a Preliminary Foundation Report was prepared (City of Sacramento, 2025). The report recommends large diameter Cast-in-Drilled-Hole piles for the intermediate supports and driven pipe piles for the bridge abutments, primarily due to potential liquefaction. Further geotechnical analysis will be performed during the preliminary design and environmental phase of the Truxel Road Bridge Project. Ultimately, the Truxel Road Bridge Project would be constructed in accordance with current seismic safety standards.

The 2035 and 2040 General Plans include policies that address geologic and soil-related risks for future development. See Chapter 4.5 (Geology, Soils, and Mineral Resources) in the 2035 General Plan and Chapter 4.7 (Geology, Soils, Mineral Resources, and Paleontology) in the 2040 General Plan for more information. The Truxel Road Bridge Project would comply with all General Plan policies and applicable requirements and regulations. This would ensure that impacts related to geologic hazards, as a result of construction and operation of the Truxel Road Bridge Project, remain less than significant, as documented in the 2035 General Plan MEIR and 2040 General Plan MEIR.

Based on the above, the Truxel Road Bridge Project would evaluate typical geotechnical considerations associated with bridge construction, all of which have been anticipated and analyzed in the 2035 and 2040 General Plan MEIR. The Truxel Road Bridge Project would not result in any new or more severe impacts related to geologic hazards, nor would it result in any peculiar effects requiring further CEQA review for this topic at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Question B

Construction of the Truxel Road Bridge Project would involve ground-disturbing activities such as grading and excavation, which could potentially result in impacts related to soil erosion.

The 2035 General Plan MEIR and 2040 General Plan MEIR concluded that, buildout of the General Plan would expose soils to the effects of wind and water erosion. As such, the 2035 General Plan and 2040 General Plan include policies and programs intended to minimize erosion, including Policy ER 1.1.7 (Construction Site Impacts) in the 2035 General Plan and Policy ERC-1.4 (Construction Site Impacts) in the 2040 General Plan. Other requirements include compliance with the State's General Construction Permit, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP), and City Code Section 15.88.250, which requires preparation of an Erosion and Sediment Control Plan. The Truxel Road Bridge Project would comply with all General Plan policies and requirements. This would ensure that impacts related to soil erosion, as a result of construction of the Truxel Road Bridge, remain less than significant, as documented in the 2035 General Plan MEIR and 2040 General Plan MEIR.

For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to soil erosion resulting from the Truxel Road Bridge Project were

adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Question E

The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the Truxel Road Bridge Project. Thus, the Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics is not required at the programmatic level to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Question F

As described in the 2035 and 2040 General Plan MEIRs, the City is not considered sensitive for paleontological resources, and the likelihood of encountering such resources is very low. However, ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy unrecorded paleontological resources that may be present below the ground surface. Therefore, construction of the Truxel Road Bridge Project could damage or destroy fossils in these rock units.

The 2035 General Plan and 2040 General Plan includes policies intended to identify and protect paleontological resources. See Chapter 4.5 (Geology, Soils, and Mineral Resources) in the 2035 General Plan and Chapter 4.7 (Geology, Soils, Mineral Resources, and Paleontology) in the 2040 General Plan for more information. Other regulations include the Paleontological Resource Protection Act and PRC Section 5097.5, which would protect vertebrate paleontological sites and other paleontological resources. The Truxel Road Bridge Project would be required to comply with all applicable General Plan policies and regulations. This would ensure that impacts to paleontological resources, as a result of construction of the Truxel Road Bridge Project, remains at less than significant, as documented in the 2035 and 2040 General Plan MEIRs.

For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to paleontological resources resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 8. <u>GREENHOUSE GAS EMISSIONS</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
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			X

reducing the emissions of greenhouse gases?			
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Questions A and B

Construction of the Truxel Road Bridge Project—an all-modes bridge across Discovery Park and the American River—would result in temporary GHG emissions from the use of construction equipment, vehicle trips, and materials transport. These emissions would be short-term in nature and typical of infrastructure projects of this type and scale. During operation, the new bridge would support vehicular, bicycle, and pedestrian travel, resulting in some level of ongoing GHG emissions from vehicle use.

The 2035 and 2040 General Plans address GHG emissions through a variety of goals, policies, and implementation measures aimed at reducing emissions and promoting climate resilience. These efforts are consistent with statewide targets established by legislation such as AB 32, SB 375, and Executive Orders related to climate change. Additionally, the 2040 General Plan integrates climate action directly into its policy framework. The City has developed a Climate Action Plan (CAP) as part of the General Plan to guide GHG reduction strategies. The Truxel Road Bridge Project would be required to follow all General Plan policies and applicable regulations.

The Truxel Road Bridge Project, as proposed, is identified as a subsequent project under both General Plans. Thus, its GHG emissions have been accounted for in the program-level analysis in the 2035 and 2040 General Plan MEIRs. Given that the Truxel Road Bridge Project is consistent with its listing as a subsequent project under each general plan, for the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, GHG emissions associated with construction and operation have been generally anticipated and analyzed in the 2040 and 2035 General Plan MEIR's. Therefore, the Truxel Road Bridge Project would not result in any peculiar effects, and further CEQA review would not be required for this topic at the programmatic level. Specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 9. <u>HAZARDS</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?			X

C)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X
D)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X
E)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X
F)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X
G)	Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?			X

Questions A, B, and D

The Truxel Road Bridge Project would construct a new bridge over Discovery Park and the American River. The Truxel Road Bridge Project would require removal and disposal of yellow traffic stripe paint and there are possible impacts to pole-mounted electrical transformers and potential for aerially deposited lead (ADL) to be present in soils adjacent to Garden Highway and existing roadways. Yellow traffic stripe paint made prior to 1995 has the potential to contain lead-based paint, and leaking electrical transformers are considered a potential polychlorinated biphenyl hazard. Construction of the Truxel Road Bridge Project would also involve the use of fuels, lubricants, solvents, and other potentially hazardous materials typically associated with bridge construction, which would be stored and used in accordance with applicable federal, state, and local regulations. Additionally, the site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. A Phase I Hazardous Waste Initial Site Assessment and Phase II Site Investigation will be required to assess potential hazardous waste sites for presence of hazardous materials in the area during the preliminary design and environmental phase of the Truxel Road Bridge Project.

The 2035 and 2040 General Plans include policies and measures designed to reduce risks associated with hazardous materials. See Chapter 4.6 (Hazards and Hazardous Materials) in the 2035 General Plan and Chapter 4.9 (Hazards and Public Safety) in the 2040 General Plan for more information. Adherence to these existing regulatory requirements and general plan policies would ensure that potential exposure of people to existing hazards associated with development

under the 2035 and 2040 General Plans, including the Truxel Road Bridge Project, would be less than significant.

Based on the above, for the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to creating a significant hazard to the public or the environment through the routine transport, use, disposal or release of hazardous materials resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Question C

Read Academy of Sacramento is located approximately 0.20 miles from the Project site. As mentioned previously, a Phase I Hazardous Waste Initial Site Assessment and Phase II Site Investigation will be required to assess potential hazardous waste sites for presence of hazardous materials in the area during the preliminary design and environmental phase of the Truxel Road Bridge Project. Preparation of these reports will ensure that all hazardous materials are identified and disposed of in accordance with applicable federal, state, and local regulations. Construction of the Truxel Road Bridge Project would also involve the use of fuels, lubricants, solvents, and other potentially hazardous materials typically associated with bridge construction, which would be stored and used in accordance with applicable federal, state, and local regulations. Operation of the Truxel Road Bridge Project would not emit any hazardous emissions, substances, or waste. Overall, the Truxel Road Bridge Project would not result in any adverse effects related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and further CEQA review is not required for this topic at the programmatic level.

Question E

The nearest public airport is the Rio Linda Airport, located approximately 5.5 miles northeast of the Project site, and the nearest military airport is the McClellan Air Force Base, located approximately 6 miles east of the site. The Truxel Road Bridge Project site is located outside the Airport Influence Area associated with the Rio Linda Airport. Therefore, the Truxel Road Bridge Project would not result in a safety hazard associated with the Rio Linda Airport for people working in the Truxel Road Bridge Project area.

The Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics at the programmatic level is not required to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Question F

Construction of the Truxel Road Bridge Project would result in temporary road closures, lane narrowing, or detours. To avoid interference with emergency response, the City requires all development projects to prepare a Traffic Management Plan for construction activities, as required by Sections 12.20.020 and 12.20.030 of the City Code. Additionally, during operation of the Truxel Road Bridge Project, the all-modes bridge would provide a new route for emergency vehicles, improving emergency response in the area.

Considering the temporary nature of any road closures, lane narrowing, or detours combined with compliance with City requirements, the potential impacts related to obstruction of emergency response access and response times would be less than significant, as documented in the 2035 and 2040 General Plans. The Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics is not required at the programmatic level to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Question G

According to the Sacramento County Multi-Jurisdictional Local Hazard Mitigation Plan, the American River Parkway is designated within a moderate fire hazard severity zone. Compliance with the California Fire Code as well as 2040 General Plan policies would minimize risks associated with the exposure of people or structure to loss, injury or death due to wildland fires, ensuring impacts are less than significant.

The proposed Project would not trigger new or more severe impacts than what was analyzed in the 2040 General Plan. Further CEQA review for these topics at the programmatic level is not required to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Issues: 10. <u>HYDROLOGY AND WATER QUALITY</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X
B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. Create or contribute runoff water which would exceed the capacity of existing or planned			X

	stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows?			
D)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X
E)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X

Questions A and C.i-iii

Construction activities associated with the Truxel Road Bridge Project would include earthwork activities such as grading, excavation, and trenching that could expose soils to erosion. As for operation of the Truxel Road Bridge Project, the addition of impervious surfaces would result in the generation of urban runoff that may contain oil, grease, petroleum products, zinc, copper, lead, cadmium, iron, or other trace metals, which could harm aquatic life. However, the bridge crossing would be designed to convey stormwater into existing storm drainage systems without exceeding capacity or resulting in on or off-site flooding. Stormwater would not be released into the American River.

The 2035 and 2040 General Plan MEIRs concluded that compliance with the Stormwater Quality Improvement Program, NPDES General Construction Permit, City ordinances, and adherence to General Plan policies would render any potential construction and operational impacts to water quality and drainage patterns less than significant. See Chapter 4.7 (Hydrology, Water Quality, and Flooding) in the 2035 General Plan and Chapter 4.10 (Hydrology, Water Quality, and Flooding) in the 2040 General Plan for more information. The Truxel Road Bridge Project would be required to comply with all general plan policies and regulations. For the purpose of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to violation of water quality standards or degradation of water quality during construction or operation, as well as impacts related to substantially altering the existing drainage pattern of the site or area, resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Questions B and E

The Truxel Road Bridge Project would result in an increase of impervious surfaces within the site, which would reduce the infiltration of groundwater compared to existing conditions. However, the site represents a relatively small area compared to the size of the groundwater basin, and thus, does not currently represent a substantial source of groundwater recharge.

Additionally, as the Truxel Road Bridge Project is listed as a subsequent project in the 2035 and 2040 General Plans, the loss of groundwater infiltration at the site due to bridge construction has been previously anticipated in the 2035 and 2040 General Plan MEIRs and the Truxel Road Bridge Project would not trigger new or more severe impacts.

For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to this topic were adequately addressed in the MEIRs, and the Truxel Road Bridge Project would not result in any peculiar effects that would require further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Questions C.iv and D

The Truxel Road Bridge Project will cross the Lower American River floodway (comprised of the American River channel, Discovery Park, and Steelhead Creek) and introduce various encroachments, such as piers, embankment fill, and walls in order to support the structure and any trail connections.

A preliminary Hydrologic Engineering Center's River Analysis System (HEC-RAS) was prepared as part of the Feasibility Study for the Truxel Road Bridge Project to identify anticipated hydraulic impacts from construction. The analysis shows a water surface elevation (WSEL) rise of 0.13 to 0.14 feet immediately upstream of the proposed all-modes bridge within the American River channel and a WSEL rise of 0.11 to 0.12 feet within the Discovery Park portion of the floodway. Adding a westerly or easterly Jedediah Smith Trail connection results in a negligible impact (0.00 to 0.01) for either connection. It is anticipated that a rise in WSEL within the FEMA floodway would necessitate processing a Letter of Map Revision (LOMR) and a Conditional Letter of Map Revision (CLOMR), requiring coordination with FEMA for remapping the floodplain due to this rise. However, given the minimal nature of the increase, it can potentially be reduced by more detailed analysis and design elements during the final design phase of the Project (City of Sacramento, 2024). Impacts related to the Truxel Road Bridge Project would be less than significant, as documented in the 2035 and 2040 General Plans.

In order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to this topic were adequately addressed in the MEIR, and the Truxel Road Bridge Project would not result in any peculiar effects that would require further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 11. <u>LAND USE AND PLANNING</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Physically divide an established community?			X
B) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X

Questions A and B

The Truxel Road Bridge Project would construct an all-modes bridge across Discovery Park and the American River. The Truxel Road Bridge Project, as proposed, is listed as a subsequent project in the 2035 and 2040 General Plan MEIRs and is shown as a planned arterial road in the 2035 and 2040 General Plan circulation diagrams.

Given that the Truxel Road Bridge Project is consistent with its listing as a subsequent project under the 2035 and 2040 General Plans, it is compatible with surrounding land uses and would not physically divide an established community, result in physical features that constitute a barrier through the community, or conflict with a land use plan. Therefore, there are no additional impacts to potential land use and planning conflict beyond those analyzed in the General Plan MEIR. The Truxel Road Bridge Project would not result in any peculiar effects, and further CEQA review would not be required for this topic at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Issues: 12. <u>MINERAL RESOURCES</u> <i>Would the Project:</i>		Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X
B)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X

Questions A and B

According to the 2040 General Plan Technical Background Report, the Truxel Road Bridge Project area, which is located within the northern portion of the Policy Area, is designated as Mineral Resource Zone (MRZ)-1. MRZ-1 are areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.

The 2035 and 2040 General Plan MEIRs have developed policies that address mineral resource recovery areas designated by the State as MRZ-2 (significant existing or likely mineral deposits). See Chapter 4.5 (Geology, Soils, and Mineral Resources) in the 2035 General Plan and Chapter 4.7 (Geology, Soils, Mineral Resources, and Paleontology) in the 2040 General Plan for more information. Overall, the 2035 and 2040 General Plan MEIRs concluded that compliance with such policies would ensure impacts related to mineral resources would be less than significant. Since the Truxel Road Bridge Project is located in an MRZ-1 area, it is unlikely that construction would result in the loss of availability of a known local- or State-defined mineral resource. Thus, the Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics at the programmatic level is not required to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Issues: 13. <u>NOISE</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X
B) Generation of excessive groundborne vibration or groundborne noise levels?			X
C) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X

Question A

There are multiple sensitive noise receptors along Truxel Road. Sensitive noise receptors include residential structures east of Truxel Road, Read Academy of Sacramento and Childtime of Sacramento west of Truxel Road, wildlife that inhabit the American River Parkway, and office buildings along Sequoia Pacific Boulevard.

Construction of the Truxel Road Bridge Project would generate temporary noise associated with the operation of heavy equipment, truck deliveries, and other typical construction activities. Additionally, although major roads such as Garden Highway and I-5 are in the vicinity of the site, the inclusion of vehicle traffic on the proposed bridge structure could increase traffic noise within Discovery Park. Construction and operational noise impacts on sensitive receptors would be evaluated in the preliminary design and environmental phase of the Truxel Road Bridge Project.

The 2035 General Plan and 2040 General Plan includes policies and regulations that address exposure to elevated noise levels. See Chapter 4.8 (Noise and Vibration) in the 2035 General Plan and Chapter 4.11 (Noise and Vibration) in the 2040 General Plan for more information. Applicable regulations include City of Sacramento Noise Ordinance, which limits construction activities to specific timeframes to minimize disruption to nearby sensitive receptors. The Truxel Road Bridge Project would be required to comply with all applicable General Plan policies and regulations. This would ensure that construction activities associated with the Project would not result in new significant noise impacts relative to what was analyzed in the 2035 and 2040 General Plan MEIRs.

As mentioned above, the primary noise source associated with operation of the Truxel Road Bridge Project would be traffic noise. The Truxel Road Bridge Project, as proposed, is listed as a subsequent project in the 2035 General Plan MEIR and 2040 General Plan MEIR, thus, impacts related to an increase in noise associated with buildout of the Truxel Road Bridge Project have been anticipated by the City and analyzed. The 2035 and 2040 General Plan MEIRs concluded, that even with the policies set forth in their respective General Plans, noise generated from increased local traffic volumes at buildout would be considered significant and unavoidable. With compliance with 2035 and 2040 General Plan policies, the Truxel Road Bridge Project would not trigger new or more severe noise related impacts than what was analyzed in the 2035 and 2040 General Plans.

Impacts related to causing a temporary or permanent increase in noise levels resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level in order to amend the Discovery Park Area Map to reflect the Truxel all-modes bridge.

Question B

Construction of the Truxel Road Bridge Project will involve pile driving, which may require vibratory pile driving and limited pile driving. Although considered temporary and intermittent, pile driving within the vicinity is anticipated to create groundborne vibration.

The 2035 and 2040 General Plans include policies that address potential groundborne vibration impacts caused by future development. See Chapter 4.8 (Noise and Vibration) in the 2035 General Plan and Chapter 4.11 (Noise and Vibration) in the 2040 General Plan for more information. The Truxel Road Bridge Project would comply with all General Plan policies and applicable requirements and regulations.

Through compliance with the City's General Plan policies and applicable requirements and regulations, the Truxel Road Bridge Project would not trigger new or more severe ground borne related impacts than what was analyzed in the 2035 and 2040 General Plans. For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to this topic were adequately addressed in the MEIR, and the Truxel Road Bridge Project would not result in any peculiar effects that would require further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Question C

The closest airport is the Rio Linda Airport, located approximately 5.5 miles northeast of the site, and the nearest military airport is the McClellan Air Force Base, located approximately 6 miles east of the site. According to the 2040 General Plan MEIR, the southern portion of the Rio Linda Airport 65 dBA Community Noise Equivalent Level noise contour extends into the City limits, but only includes a single low-density residential parcel. Based on the location of the Truxel Road Bridge Project site, the site is not located within the noise contour area associated with the Rio Linda Airport. The Truxel Road Bridge Project site is also not subject to any airport land use plans. Thus, the Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics is not required at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

<p>Issues:</p> <p>14. <u>POPULATION AND HOUSING</u></p> <p><i>Would the Project:</i></p>	<p>Significant Impact Peculiar to the Project or the Project Site</p>	<p>Significant Impact due to New Information</p>	<p>Impact Adequately Addressed in the General Plan MEIR</p>
<p>A) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p>			X
<p>B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>			X

Questions A and B

The Truxel Road Bridge Project would construct a bridge across Discovery Park and the American River. The areas surrounding Discovery Park are already built out or planned for redevelopment; therefore, the Truxel Road Bridge Project would not induce substantial population growth and would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for this topic is not required at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

<p>Issues:</p> <p>15. <u>PUBLIC SERVICES</u></p> <p><i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i></p>	<p>Significant Impact Peculiar to the Project or the Project Site</p>	<p>Significant Impact due to New Information</p>	<p>Impact Adequately Addressed in the General Plan MEIR</p>
<p>A) Fire protection? B) Police protection? C) Schools? D) Parks? E) Other Public Facilities?</p>			X

Questions A through E

The Truxel Road Bridge Project involves construction of a bridge to enhance connectivity and circulation and would not include development of residential or commercial uses that would generate population growth or demand for new or expanded public services such as police, fire protection, schools, parks, or libraries. During construction, there may be temporary, localized impacts such as increased traffic or lane closures. Implementation of a project-specific Traffic Management Plan, as required by Sections 12.20.020 and 12.20.030 of the City Code, would ensure that emergency access or response times would remain less than significant, as documented in the 2035 General Plan MEIR and 2040 General Plan MEIR. Lastly, the eventual construction of an all-modes bridge across the Discovery Park is intended to improve regional mobility and would support improved emergency response by enhancing access in the area.

The Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2040 and 2035 General Plans. Further CEQA review for these topics is not required at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge. Specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 15. <u>RECREATION</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X

Questions A and B

The Truxel Road Bridge Project involves construction of a bridge across Discovery Park and the American River to improve multimodal connectivity and does not include residential development or other components that would directly increase population or demand for recreational facilities. The area is located within the American River Parkway, a Sacramento County Regional Park. Additionally, Discovery Park, Two Rivers Bike Trail, and Jedediah Smith Trail are in the vicinity. Public access to Discovery Park, American River Regional Parkway, Two Rivers Bike Trail, and Jedediah Smith Trail will be maintained during construction. Additionally, in order to provide a safe and direct connection for bicyclists and pedestrians from Natomas to downtown Sacramento and the American River Regional Parkway, bike lanes and/or multi-purpose pathways will be included on the new bridge, and trail connections at the Two Rivers Bike Trail and Jedediah Smith Trail will be constructed as part of the Truxel Road Bridge Project. As the Truxel Road Bridge

Project would improve recreation in the area, it does not result in impacts that would require further CEQA review for this topic at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge. Specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 16. <u>TRANSPORTATION AND CIRCULATION</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
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

Question A

Public access to Discovery Park, American River Regional Parkway, Two Rivers Bike Trail, and Jedediah Smith Trail will be maintained during construction. Additionally, in order to provide a safe and direct connection for bicyclists and pedestrians from Natomas to downtown Sacramento and the American River Parkway, bike lanes and/or multi-purpose pathways will be included on the new bridge, and trail connections at the Two Rivers Bike Trail and Jedediah Smith Trail will be constructed as part of the Truxel Road Bridge Project. Thus, construction and operation of the Truxel Road Bridge Project would not interfere with any existing bicycle or pedestrian facilities in the vicinity.

Based on the above, impacts related to conflicts with plans or policies addressing the circulation system would be less than significant, as documented in the 2035 and 2040 General Plan MEIRs, and effects peculiar to the Truxel Road Bridge Project would not occur. Thus, further CEQA review for this topic at the programmatic level is not required to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Question B

The 2035 General Plan and MEIR are not referenced in this question since evaluation of vehicle miles travelled (VMT) was added to the CEQA Initial Study Checklist in 2020, after the 2035 General Plan was certified.

The purpose of the Truxel Road Bridge Project is to construct a bridge connecting Truxel Road to Sequoia Pacific Boulevard across the American River, which would improve connectivity within the vicinity but also impact traffic patterns along Truxel Road, Garden Highway, Sequoia Pacific Boulevard, and other adjacent roads. The Truxel Road Bridge Project was modeled as proposed within the 2040 General Plan; thus, transportation impacts under CEQA are considered less than significant. Only transportation projects absent from the General Plan would be considered to have potential significant impacts. The Truxel Road Bridge Project as proposed is listed as a subsequent project in the 2040 General Plan which included VMT analysis.

Based on the above, impacts related to VMT would be less than significant, as documented in the 2040 General Plan MEIR, and effects peculiar to the Truxel Road Bridge Project would not occur. Thus, the Truxel Road Bridge Project would not require further CEQA review for this topic at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Question C

The Truxel Road Bridge Project would not include any new sharp curves or dangerous intersections and would not be located in the vicinity of any such roadway features. The new bridge would comply with applicable City design standards.

Impacts related to substantially increasing hazards due to design features or incompatible uses would be less than significant, and effects peculiar to the Truxel Road Bridge Project would not occur. Thus, further CEQA review for this topic is not required at the programmatic level in order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Question D

As mentioned above in the Public Services section, during construction, there may be temporary, localized impacts such as increased traffic or lane closures. Implementation of a project-specific Traffic Management Plan, as required by Sections 12.20.020 and 12.20.030 of the City Code, would ensure that emergency access or response times would remain less than significant, as documented in the 2035 General Plan MEIR and 2040 General Plan MEIR.

For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to emergency access resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 17. <u>TRIBAL CULTURAL RESOURCES</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
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A)	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).			X
B)	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

Questions A and B

The 2035 General Plan and MEIR are not referenced in this section since the tribal cultural resources section was formally integrated into the CEQA Initial Study Checklist in 2016, after the 2035 General Plan was certified.

The Truxel Road Bridge Project is located within the American River adjacent to the confluence with the Sacramento River which was an area of regional importance during both Indigenous and historic occupational periods. There are known Native American cultural resources present within the vicinity, including the Delta TCL and the Lower American River TCL, making the Discovery Park area of high cultural sensitivity. As the footprint for the Truxel Road Bridge Project encompasses a portion of the Delta TCL and a previously unrecorded portion of the Lower American River TCL, which are both considered significant resources eligible for listing on the California Register of Historical Resources, construction of the Truxel Road Bridge Project may have a potentially significant effect under CEQA.

The 2040 General Plan MEIR determined that compliance with their respective General Plan policies, along with implementing actions intended to protect tribal cultural resources, would reduce the significance of impacts to tribal cultural resources. However, because feasible mitigation to guarantee that the loss, damage, or destruction of tribal cultural resources listed or eligible for listing as significant does not exist, the 2040 General Plan MEIR concluded that buildout of the General Plan, including the Truxel Road Bridge Project, would result in a significant and unavoidable impact. Therefore, impacts to tribal cultural resources resulting from the Truxel Road Bridge Project have been generally anticipated in the MEIR.

Compliance with the City's General Plan policies, programs, and actions, as well as California Health and Safety Code Section 7050.5 and 7052, and PRC Section 5097, would substantially mitigate potential impacts to tribal cultural resources related to the Truxel Road Bridge Project; therefore, pursuant to CEQA Guidelines Section 15183(f), impacts are not considered peculiar.

For the purposes of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to resulting in a substantial adverse change in the significance of a tribal cultural resource resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level. It should be noted that specific impacts related to the Truxel Road Bridge Project will be further evaluated and addressed in a separate CEQA analysis during its preliminary design and environmental phase.

Issues: 18. <u>UTILITIES AND SERVICE SYSTEMS</u> <i>Would the Project:</i>	Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
A) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X
B) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X
C) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X
D) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X
E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X

Questions A through E

The Truxel Road Bridge Project would construct a new bridge over Discovery Park and the American River. As such, the Truxel Road Bridge Project would not increase population nor increase demands for utilities. Additionally, the Truxel Road Bridge Project would be built to accommodate any required utilities.

The Truxel Road Bridge Project would not trigger new or more severe impacts than what was analyzed in the 2035 and 2040 General Plans. Further CEQA review for these topics is not required at the programmatic level to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge.

Issues:		Significant Impact Peculiar to the Project or the Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan MEIR
19. <u>WILDFIRE</u> <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</i>				
A)	Substantially impair an adopted emergency response plan or emergency evacuation plan?			X
B)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X
C)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X
D)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X

Questions A through D

The 2035 General Plan and MEIR are not referenced in this section since the wildfire section was formally integrated into the CEQA Initial Study Checklist in 2019, after the 2035 General Plan was certified.

According to the California Department of Forestry and Fire Protection Fire and Resources Assessment Program, the City of Sacramento is located within a Local Responsibility Area. The City is not located within or adjacent to a State Responsibility Area or a designated Very High Fire Hazard Severity Zone. Additionally, according to the Sacramento County Multi-Jurisdictional Local Hazard Mitigation Plan, the American River Parkway is designated within a moderate fire hazard severity zone.

Through compliance with the City's General Plan policies and the California Fire Code, the Truxel Road Bridge Project would not trigger new or more severe wildfire impacts than what was analyzed in the 2040 General Plan. For the purpose of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, impacts related to this topic resulting from the Truxel Road Bridge Project were adequately addressed in the MEIR, and there would not be any peculiar effects requiring further CEQA review at the programmatic level.

<p>Issues:</p> <p>20. MANDATORY FINDINGS OF SIGNIFICANCE</p> <p><i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</i></p>	<p>Significant Impact Peculiar to the Project or the Project Site</p>	<p>Significant Impact due to New Information</p>	<p>Impact Adequately Addressed in the General Plan MEIR</p>
<p>A) Does the project have the potential to substantially 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, substantially 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?</p>			<p>X</p>
<p>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)?</p>			<p>X</p>
<p>C) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			<p>X</p>

Question A

Implementation of the Truxel Road Bridge Project would have the potential to adversely impact special-status animals and previously undiscovered cultural, tribal cultural resources, and/or human remains. The Truxel Road Bridge Project would implement and comply with applicable 2035 and 2040 General Plan policies, as discussed throughout this Modified Initial Study/15183 Checklist. With compliance with General Plan policies, compliance with federal, State, and regional regulations, and application of standard BMPs during construction, the following were adequately addressed in the MEIRs: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory.

Question B

The Truxel Road Bridge Project, as proposed, is listed as a subsequent project in the 2035 and 2040 General Plan MEIRs. Thus, the Truxel Road Bridge Project has been considered in the cumulative analysis contained in these documents. The 2035 MEIR concluded that cumulative impacts to air quality, biological resources, cultural resources, noise and vibration, public utilities, and transportation and circulation would be significant and unavoidable. Chapter 6.6.2 of the 2035 MEIR also states that significant impacts to visual resources for subsequent projects that include construction of bridges over important scenic resources (i.e. the American River), which includes

the Truxel Road Bridge Project, could be potentially significant. The 2040 MEIR concluded that cumulative impacts to biological resources, cultural resources, noise, and tribal cultural resources would be significant and unavoidable.

For those impacts determined to be significant in a MEIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the Truxel Road Bridge Project, as proposed, is listed as a subsequent project in the 2035 and 2040 General Plans, cumulative impacts associated with construction of the Truxel Road Bridge Project have been anticipated by the City and were analyzed in the MEIR. In order to amend the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, cumulative effects peculiar to the Truxel Road Bridge Project or Project site do not exist. Additionally, the Truxel Road Bridge Project does not include cumulative impacts that were not analyzed or discussed in the previous EIR. Furthermore, as discussed throughout this Modified Initial Study/15183 Checklist, for the purpose of amending the Discovery Park Area Plan Map, all impacts associated with the Truxel Road Bridge Project were adequately addressed in the MEIR and would not result in any peculiar effects that would require further CEQA review at the programmatic level. As such, this Modified Initial Study/15183 Checklist does not include any substantial new information that shows impacts are more severe than previously discussed, and further analysis is not required prior to the preliminary design and environmental phase of the Truxel Road Bridge Project.

Question C

As described in this Modified Initial Study/15183 Checklist, the Truxel Road Bridge Project would comply with all applicable 2035 and 2040 General Plan policies, City Code standards, other applicable local, county and State regulations. In addition, as discussed in the air quality, geology and soils, hazards, and noise sections of this Modified Initial Study/15183 Checklist, the Truxel Road Bridge Project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, geologic hazards, hazardous materials, and excessive noise, beyond the effects previously analyzed as part of the MEIR. Therefore, further analysis, for the purpose of amending the Discovery Park Area Plan Map to reflect the Truxel all-modes bridge, is not required in this Modified Initial Study/15183 Checklist.

4. References

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APPENDIX A. ENVIRONMENTAL DOCUMENTATION MEMO