



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

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

Sacramento River Parkway Plan Central Pocket Levee Trail Segment

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

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

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

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

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

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

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

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

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

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

INTRODUCTION

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

PROJECT BACKGROUND

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

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

PROJECT DESCRIPTION

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

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

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

Recreational Easement Acquisition

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

Construction Period Timing

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

Construction Access, Staging and Methods:

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

Utilities

No utilities would be relocated as part of this project.

Tree and Vegetation Removals

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

Permits from other Responsible Agencies Required for the Project

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

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

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

DISCUSSION OF REQUIREMENTS FOR USE OF AN ADDENDUM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conclusion

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

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

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

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

Attachments:

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