

City Council Report

915 I Street, 1st Floor

Sacramento, CA 95814

www.cityofsacramento.org

File ID: 2019-00247

March 26, 2019

Discussion Item 04

Title: Environmental Impact Report and Preliminary Design Approval for the Del Rio Trail Project (K15165100)

Location: Districts 4, 5, 7, and 8

Recommendation: Adopt a Resolution: 1) certifying the Environmental Impact Report (EIR) and adopting the Findings of Fact and Mitigation Monitoring Program; and 2) approving the preliminary plans for the Del Rio Trail Project (K15165100).

Contact: Jesse Gothan, Supervising Engineer (916) 808-6897; Nader Kamal, Interim Engineering Services Manager (916) 808-7035, Department of Public Works

Presenter: Jesse Gothan, Supervising Engineer (916) 808-6897, Department of Public Works

Attachments:

1-Description/Analysis

2-Resolution

3-Exhibit A: CEQA Findings of Fact for the Del Rio Trail Project

4-Exhibit B: Mitigation Monitoring and Reporting Plan

Description/Analysis

Issue Detail: The Del Rio Trail Project is a planned multi-use trail that will run from the Sacramento River Parkway by Riverside Boulevard near William Land Park across the existing rail bridge to the south where it connects to the existing multi-use trail at Freeport Boulevard near the Sacramento Water Tower. Per the California Environmental Quality Act (CEQA), the City of Sacramento must identify, disclose, and consider the potential environmental impacts of the project before proceeding with a project. An Environmental Impact Report (EIR) has been prepared by the City and must be certified by the City Council prior to initiating design and construction activities on the project.

Policy Considerations: The Del Rio Trail Project is consistent with the City General Plan goals and key policies of promoting safety and enhancing livability, sustainability, and economic vitality. The project promotes the development of a connected network (General Plan ERC 2.1.2), connections to other trails (General Plan ERC 2.4.3), providing multi-modal choices (General Plan M 1.2.1), and providing a continuous bikeway network (General Plan M 5.1.3). The project is consistent with the Mobility Element to create a well-connected transportation network through integration of recreation and community facilities with other public spaces and rights-of-way that includes Regional Transit facilities and service points. The project is a near-term goal for the bikeway implementation plan.

Economic Impacts: None

Environmental Considerations:

California Environmental Quality Act (CEQA): In accordance with CEQA, the City released a Notice of Preparation (NOP) on June 8, 2018. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. Prior to release of the NOP, the city project team held 17 public outreach meetings to hear concerns raised by interested stakeholders. In 2015, the City created a public outreach program to share information and obtain feedback to better define the proposed Project. There were several public meetings and events where the project was discussed with community members, neighborhood associations, and stakeholders including the South Land Park Neighborhood Association, Land Park Community Association, Cabrillo Park Neighborhood Association, Sutterville Elementary Parent Teacher Association, Preservation Sacramento, California State Parks, the Sacramento Regional Transit Board of Directors, and with California State Railroad Museum Foundation representatives. The Draft EIR was circulated for public review and comment for a period of 59 days from November 1, 2018, through January 3, 2019.

The Final Environmental Impact Report contains the public and agency comments received during the public review period for the Del Rio Trail Draft EIR, and responses to each of those comments. All written comments received during the public review period on the Draft EIR are addressed in this Final EIR. The responses in the Final EIR clarify, correct, and/or amplify text in the Draft EIR, as appropriate. These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code (PRC), Sections 21000–21177).

The EIR may be found online at the City’s webpages at:

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

<http://www.cityofsacramento.org/delriotrail>

National Environment Policy Act (NEPA): Caltrans is the lead agency for NEPA and is awaiting CEQA approval before issuing NEPA approval.

Sustainability: The Del Rio Trail Project is consistent with the City’s sustainability goals to help improve the health of residents by promoting walking and bicycling, and to create a healthier urban environment by constructing bike paths. The project will also reduce dependence on the private automobile, decrease the use of fossil fuels, and help meet air quality standards by providing an array of transportation choices near jobs for a balanced, healthy city.

Commission/Committee Action: None

Rationale for Recommendation: The Del Rio Trail Project will increase mobility options; the South Land Park, Pocket, and adjacent communities in South Sacramento currently have limited active modes of transportation to schools, retail, jobs, and recreational amenities, thereby increasing automotive dependency while reducing opportunities for those who do not drive or do not have access to a car, including children, the elderly, the disadvantaged, and persons with disabilities. The Del Rio Trail Project will:

- Advance and complete the planned connection between the Sacramento River Parkway and the Freeport Shores Bikeway in accordance with the City of Sacramento Bikeway Master Plan utilizing public right-of-way and public agency parcels;

- Connect logical origins and destinations proximate to the trail alignment by improving pedestrian and bicycle access throughout the South Land Park, Freeport Manor, Z'berg Park, Land Park, Meadowview, and Pocket communities; and
- Provide an American's with Disabilities Act (ADA)-compliant, active transportation connection to adjacent communities throughout the south Sacramento area for pedestrians and bicyclists of all ages and abilities to access schools, retail, jobs, and recreational amenities.

Financial Considerations: The recommendations in this report do not result in any financial impact to the City. Upon environmental clearance of the project, the City will negotiate a supplemental agreement with the current project consultant for design and construction support services and return to City Council for approval of the agreement.

Local Business Enterprise (LBE): Not applicable.

Background: The Del Rio Trail Project proposes to construct approximately 4.8 miles of Class I multi-use trail along the abandoned railway corridor west of Freeport Boulevard from south of Meadowview Road/Pocket Road to the Sacramento River Parkway north of Sutterville Road. The purpose of the Del Rio Trail Project is to:

- Advance and complete the planned connection between the Sacramento River Parkway and the Freeport Shores Bikeway in accordance with the short-term goals of the City of Sacramento Bikeway Master Plan utilizing public right-of-way and public agency parcels;
- Connect logical origins and destinations proximate to the trail alignment by improving pedestrian and bicycle access throughout the South Land Park, Freeport Manor, Z'berg Park, Land Park, Meadowview, and Pocket communities; and
- Provide an American's with Disabilities Act (ADA)-compliant, active transportation connection to adjacent communities throughout the south Sacramento area for pedestrians and bicyclists of all ages and abilities to access schools, retail, jobs, and recreational amenities.

All roadway crossings along the proposed trail alignment would receive safety lighting and cautionary signs on the roadway approaches. Striping/ decorative pavement would designate the path of travel that trail users are to follow and would provide another visual alert for vehicles that pedestrians could be crossing the road. Where the trail approaches roadway intersections, the horizontal alignment of the trail would contain a bulb out to slow down approaching bicyclists. In addition, signing and striping would be provided in advance of roadway intersections to warn users that they will need to stop at the approaching intersection.

This Project is federally funded through the Active Transportation Program (ATP) grant and, therefore, requires compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Lead Agency for CEQA compliance is the City; the federal Lead Agency for NEPA compliance is the California Department of Transportation (Caltrans). Both Acts require public agencies to identify, disclose, and consider the potential environmental impacts of proposed discretionary actions that an agency is considering for approval. A Project that may have a significant impact on the environment cannot be approved unless the Lead Agency makes the approval contingent upon the implementation of mitigation measures that would reduce or avoid that impact to the extent feasible. When a Project may have significant environmental impacts, the Lead Agency must prepare an environmental impact report (EIR) before it considers whether to approve the Project.

In accordance with CEQA, the City released a Notice of Preparation (NOP) on June 8, 2018. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. Prior to release of the NOP, the City held 14 public outreach meetings to hear concerns raised by interested stakeholders. During the NOP comment period, the public and various government agencies identified potential impacts that pertain to the proposed Project. General topics raised included: biological resources, water quality, recreation, visual resources, noise, traffic, cultural, archeological, and Native American resources, as well as general permitting concerns. Specific topics raised included:

- Impacts to the Historic Walnut Grove Branch Line of the Southern Pacific Railroad;
- Right of Way;
- Tree Removal; and
- Consideration of Project Alternatives.

The impacts were considered by the City and a Draft EIR was circulated for public review and comment for a period of 59 days from November 1, 2018, through January 3, 2019. The comments and responses that make up the Final EIR, in combination with the Draft EIR, as amended by the text changes, constitute the Final EIR. The table below provides a summary of the potential impacts of the proposed Project as included in the Final EIR:

Potential Impact	Build Alternative	No-Build Alternative
<p>Visual/Aesthetics</p>	<p>The Build Alternative would have potential changes in visual quality through the removal of trees but would not significantly impact the visual character of the Project area. <u>Mitigation measures would ensure impacts are less than significant.</u></p>	<p><u>No impact.</u></p>
<p>Air Quality and Climate Change (Construction)</p>	<p>Construction impacts to air quality are short-term in duration and, therefore, would not result in adverse or long-term conditions. <u>Air quality impacts would be less than significant.</u></p> <p>The Build Alternative would result in minor increases in GHG emissions during construction; however, <u>these impacts are short-term and would not result in a significant increase in regional GHG.</u></p>	<p><u>No impact.</u></p>

Potential Impact	Build Alternative	No-Build Alternative
<p>Natural Communities</p>	<p>The Build Alternative would result in temporary impacts to riparian habitat; therefore, a Section 1602 Streambed Alteration Agreement would also be acquired from the CDFW. <u>Mitigation measures would be implemented to reduce impacts to a less than significant level.</u></p>	<p><u>No impact.</u></p>
<p>Wetlands and other Waters</p>	<p>The Build Alternative would result in temporary impacts to waters of the U.S. and State. The City will coordinate with the U.S. Army Corps of Engineers and Regional Water Quality Control Board to ensure appropriate <u>mitigation measures are implemented which would reduce these impacts to a less than significant level.</u></p>	<p><u>No impact.</u></p>
<p>Plant Communities</p>	<p>No special status plant species have been identified within the Build Alternative area. <u>Impacts to plant communities would be less than significant.</u></p>	<p><u>No impact.</u></p>

Potential Impact	Build Alternative	No-Build Alternative
Animal Communities	No special status animal species have been identified within the Build Alternative area. <u>Impacts to animal communities would be less than significant.</u>	<u>No impact.</u>
Threatened and Endangered Species	The Build Alternative would not result in impacts to State or Federal threatened or endangered species. <u>Minimization and mitigation measures would be implemented to reduce potentially significant impacts to a less than significant level.</u>	<u>No impact.</u>

Potential Impact	Build Alternative	No-Build Alternative
<p>Historic Resources</p>	<p>The Build Alternative would result in the removal of segments of the historic Walnut Grove Branch Line of the Southern Pacific Railroad, which is eligible for inclusion in the National Register of Historic Places. The Caltrans Cultural Studies Office, as designated by the State Historic Preservation Office, concurred on October 23, 2018 that the track removal is not considered an adverse effect. <u>Minimization and mitigation measures would be implemented to reduce potentially significant impacts to a less than significant level.</u></p>	<p><u>No impact.</u></p>
<p>Land Use</p>	<p>The Build Alternative would meet the goals of the City of Sacramento General Plan and the City Bikeway Master Plan. <u>No impacts to land use are expected.</u></p>	<p>The No-Build Alternative would conflict with the 2016 City of Sacramento Bicycle Master Plan. <u>Less than significant impact.</u></p>

Potential Impact	Build Alternative	No-Build Alternative
Archaeological Resources	The Build Alternative is not expected to encounter any archaeological resources during Project construction. If resources are discovered, construction will stop until a qualified cultural specialist can determine how to protect the sensitive resources. <u>Impacts to archaeological resources are expected to be less than significant.</u>	<u>No impact.</u>
Population Growth	The Build Alternative would not result in the acquisition of private property or stimulate population growth, other than what was planned for in the 2035 General Plan. <u>No impacts due to population growth are expected.</u>	<u>No impact.</u>
Utilities/Public Services	The Build Alternative would require utility coordination for water, sewer, electric, telephone/cable, and gas prior to construction. <u>These impacts are expected to be less than significant.</u>	<u>No impact.</u>

Potential Impact	Build Alternative	No-Build Alternative
<p>Hazards & Hazardous Materials</p>	<p>The Build Alternative is not anticipated to impact hazardous waste materials during ground disturbance. Additional testing would be conducted and a Spill Prevention, Control and Countermeasure Program would be prepared prior to construction. <u>Mitigation measures would be implemented to reduce impacts to a less than significant level.</u></p>	<p><u>No impact.</u></p>
<p>Hydrology and Water Quality</p>	<p>The Build Alternative will be designed to maintain existing drainage patterns in the Project area and ensure that it does not contribute to flooding up or downstream. <u>Construction-related temporary impacts to water quality could occur, but these impacts would be less than significant through the implementation of Best Management Practices during construction.</u></p>	<p><u>No Impact.</u></p>
<p>Noise (Construction)</p>	<p>The Build Alternative would cause temporary construction noise that could impact adjacent residences. <u>Mitigation measures would ensure impacts are less than significant.</u></p>	<p><u>No impact.</u></p>

Potential Impact	Build Alternative	No-Build Alternative
<p>Recreation</p>	<p>The Build Alternative would not cause or accelerate substantial physical deterioration of existing area parks or recreational facilities nor result in substantial interference to park recreation. <u>A less than significant impact would occur.</u></p>	<p><u>No impact.</u></p>
<p>Transportation and Traffic</p>	<p>Short-term traffic operations at intersections would be temporarily affected during construction of the trail crossings; however, one lane in each direction would remain open for through traffic throughout construction. <u>A traffic management plan will be developed by the City to ensure these impacts are reduced to a less than significant level.</u></p>	<p>The No-Build is inconsistent with the City's General Plan and Bicycle Master Plan. <u>Less than significant impact.</u></p>
<p>Cumulative Impacts</p>	<p><u>The Build Alternative is not expected to result in any cumulative impacts.</u></p>	<p><u>No impact.</u></p>

The Final EIR contains the public and agency comments received during the public review period for the Del Rio Trail Draft EIR, and responses to each of those comments. The EIR is an informational document intended to disclose to the City Council and the public the environmental consequences of approving and implementing the Del Rio Trail Project (Build Alternative or proposed Project) or one of the alternatives to the project described in the Draft EIR. All written comments received during the public review period on the Draft EIR are addressed in the Final EIR. The responses in the Final EIR clarify, correct, and/or amplify text in the Draft EIR, as appropriate. These changes did not alter the conclusions of the Draft EIR.

The Final EIR has been prepared in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code (PRC), Sections 21000–21177).

RESOLUTION NO.

Adopted by the Sacramento City Council

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, ADOPTING THE FINDINGS OF FACT AND MITIGATION MONITORING PROGRAM, AND APPROVING THE PRELIMINARY DESIGN FOR THE DEL RIO TRAIL PROJECT (K15165100)

BACKGROUND

- A. The City Council considered the Environmental Impact Report for the Del Rio Trail, for which notice was given pursuant to Sacramento City Code and received and considered evidence concerning the Del Rio Trail Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council finds that the Environmental Impact Report for the Del Rio Trail Project (herein EIR) which consists of the Draft EIR and the Final EIR (Response to Comments) (collectively the "EIR") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines and the Sacramento Local Environmental Procedures.
- Section 3. The City Council certifies that the EIR has been presented to it, that the City Council has reviewed the EIR and has considered the information contained in the EIR prior to acting on the proposed Project, and that the EIR reflects the City Council's independent judgment and analysis.
- Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached Findings of Fact and Statement of Overriding Considerations in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.
- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City Manager shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A – CEQA Findings of Fact for the Del Rio Trail Project

Exhibit B – Mitigation Monitoring Plan for the Del Rio Trail Project

Exhibit A

CEQA Findings of Fact for the Del Rio Trail Project

Description of the Project

The City proposes to construct 4.8 miles of Class I multi-use trail along the abandoned railway corridor west of Freeport Boulevard from the Sacramento River Parkway north of Sutterville Road to south of Meadowview/Pocket Road. See Draft EIR, Figure 3 and Appendix A, for a detailed project features exhibit. The Build Alternative includes the following proposed improvements:

The Build Alternative begins along the Sacramento River Parkway where the railroad bridge crosses Interstate 5 (I-5) and Riverside Boulevard. The Del Rio Trail would connect to the Parkway just south of the bridge crossing on a perpendicular alignment with a cross section consisting of a paved 12-foot wide multi-use trail and 2-foot unpaved shoulders. The trail would cross I-5 and Riverside Boulevard on a cantilevered structure attached to the south side of the existing railroad bridge. The cantilevered structure would accommodate a 12-foot multi-use trail and would provide adequate clearance from the existing track so as not to interfere with current rail operations.

South of the bridge, the trail (12 feet of pavement with 2-foot unpaved shoulders) would be constructed along the west side of the railroad embankment at the same grade as the rail lines with a 16-foot offset between the centerline of the trail to the centerline of the existing railroad track. Along its west edge, a railing would be provided, and the trail would be supported by a 2:1 embankment that would extend approximately 40 feet from the trail's outer edge. Along Riverside Avenue, an ADA compliant access path would provide access from Riverside Avenue to the multi-use trail. In addition, along San Mateo Way, a paved trailhead parking lot would be constructed to provide additional access opportunities.

The trail would continue in a southerly direction parallel to the west side of the tracks until it intersected Sutterville Road. At Sutterville Road, the trail would cross the roadway at a perpendicular angle with ADA access ramps constructed approaching and departing Sutterville Road. A pedestrian actuated traffic signal would be constructed, and the rail facilities (signal, gates, and approximately 160 feet of track) would be removed. In addition, along the north side of Sutterville Road approximately 40 feet of sidewalk would be constructed east of the trail crossing to connect to the existing separated sidewalk. Similarly, along the north side of Sutterville Road, approximately 560 feet of curb, gutter, and sidewalk would be constructed west of the trail crossing to connect to the existing sidewalk terminus east of the Riverside Avenue ramp. In conjunction with the sidewalk west of the trail, approximately 250 feet of retaining wall would be constructed, and the Class II bike lane stripe will be extended along the north side of Sutterville Road from the Riverside Avenue ramp intersection easterly to the trail crossing. Along the south side of Sutterville Road, approximately 50 feet of sidewalk would be constructed in an east-west direction to reestablish the existing sidewalk connection across the new trail.

South of Sutterville Road, the trail would continue in a southerly direction parallel to the west side of the existing railroad tracks. The trail in this area would consist of 12 feet of pavement with 3-foot unpaved shoulders. Where the trail intersects South Land Park

Drive, the trail would cross the roadway at a perpendicular angle, a Rectangular Rapid Flashing Beacon (RRFB) would be installed to alert vehicular traffic of bicycle/pedestrian activity, and the rails would be encased (but visible) in decorative concrete across the roadway. Additional improvements at this intersection would include approximately 50 feet and 60 feet of curb, gutter, and sidewalk on the north and south side of South Land Park Drive, respectively, to connect to existing curb, gutter, and/or sidewalk adjacent to the trail, ADA access ramps at the trail's approach and departure to South Land Park Drive, advance signs/pavement markings for the RRFB, and approximately 75 feet of track removal (where it conflicts with curb/gutter and ADA access ramps).

After crossing South Land Park Drive, the trail would continue in a southerly direction parallel to the west side of the tracks with a configuration consisting of 12 feet of pavement and 3-foot unpaved shoulders. As the trail approaches Del Rio Road, approximately 30 feet of existing railroad track would be removed where the trail crosses the tracks at a skewed angle. The trail would proceed south across Del Rio Road where the existing rails would be encased (but visible) in decorative concrete across the roadway. At this same crossing location, the three-legged Normandy Lane/Del Rio Road/27th Avenue intersection would be reconfigured to bring the streets together at 90-degree angles and stop signs would be installed on each leg of the intersection.

Continuing south, parallel to 27th Avenue, the trail would follow the alignment of the existing tracks with a configuration consisting of 12 feet of pavement and 3-foot unpaved shoulders. The existing embankment would be lowered to an elevation similar to that of 27th Avenue and Del Rio Road. Approximately 123 feet of track would be removed and approximately 165 feet of track would be relocated south of the 27th Avenue bend where track is currently missing. The existing asphalt access ramps that provide an east-west path of travel across the tracks would be removed and replaced with an ADA-compliant pathway.

South of Del Rio Road, the trail would continue with the same 12-foot paved trail/3-foot unpaved shoulders configuration and would be aligned between the Del Rio Detention basin and the existing railroad tracks. In this segment, the trail would be constructed at the same grade as the rail lines, supported by 2:1 embankment sideslopes that would avoid encroachment into the storage area of the Del Rio Detention Basin.

Where it meets Fruitridge Road, the trail would proceed south across the roadway where the existing rails would be encased (but visible) in decorative concrete. Additional improvements at this crossing would include a pedestrian actuated traffic signal with advance signs/pavement markings, approximately 500 feet of curb, gutter, and sidewalk on the south side of Fruitridge Road connecting to existing curb, gutter, and/or sidewalk adjacent to the trail, ADA access ramps at the trail's approach and departure to Fruitridge Road, adjustment of the chain link fence on the south side of the road for sight distance, and removal of approximately 55 feet of track (where it conflicts with a skewed trail, curb/gutter, and ADA access ramps).

After crossing Fruitridge Road, the trail would continue south along the track alignment with a 12-foot paved section and adjacent 3-foot unpaved shoulders. Approximately 350 feet south of Fruitridge Road, the multi-use trail would diverge from the track alignment, veering slightly east and following the grade up the embankment. The multi-use trail at the top of the embankment would include 12-feet of pavement with 2-foot shoulders.

Just north of 35th Avenue, the trail would descend from the embankment and proceed south across 35th Avenue where the existing rails would be encased (but visible) in decorative concrete across the roadway. Additional improvements at this crossing would include curb extensions and curb, gutter, and sidewalk on the north and south side of the road at the trail crossing, advance signs/pavement markings, ADA access ramps at the trail's approach and departure to 35th Avenue, and removal of approximately 25 feet of track (where it conflicts with curb, gutter, and sidewalk).

Continuing south, the trail would parallel the east side of the tracks with a 12-foot paved multi-use trail, a two-foot shoulder on the east and a 5-foot shoulder on the west (between the rails). At 43rd Avenue, the trail would proceed south across the roadway where the existing rails would be encased (but visible) in decorative concrete. Additional improvements at this crossing would include curb extensions and curb, gutter, and sidewalk on the north and south side of the road at the trail crossing, advance signs/pavement markings, ADA access ramps at the trail's approach and departure to 43rd Avenue, and removal of approximately 15 feet of track (where it conflicts with curb, gutter, and sidewalk).

South of 43rd Avenue, the trail would parallel the east side of the tracks with a 12-foot paved multi-use trail, a 2-foot shoulder on the east and a 5-foot shoulder on the west (between the rails). Ultimately, the trail would diverge from the tracks, intersect the access road at Charlie Jensen Park, and continue in a southerly direction, utilizing the 14-foot pavement width of the access road. Along the access road, 3-foot unpaved shoulders would be constructed, and the existing pavement would be overlaid. Approximately 650 feet south of Charlie Jensen Park, a 12-foot paved access path would be constructed to the west connecting the trail to 14th Street. At the location where this access path crosses the existing railroad tracks, the rails would be encased (but visible) in concrete.

Where the existing park access road ends, the trail would continue south, paralleling the east side of the existing railroad tracks with a paved 14-foot multi-use trail and 3-foot unpaved shoulders, until it reaches the existing drainage channel. The trail would cross the drainage channel along the current track alignment, removing the existing structurally deficient wooden bridge and replacing it with a new single span structure that would accommodate a 12-foot wide trail. Additional improvements at the bridge site would include the removal of approximately 71 feet of track and relocation of approximately 49 feet of track to the area north of the bridge where there is currently a gap in the existing track alignment.

South of the bridge crossing, the trail (12-feet of pavement with 3-foot unpaved shoulders) would parallel the east side of the tracks for several hundred feet before merging with the track to the west of the City of Sacramento's Department of Utilities facility. Along the merged section, which is approximately 350 feet in length, the rails would be encased in concrete, but still visible. Once south of the utility facility, the trail would diverge from the track, paralleling the railroad to the east all the way to Florin Road. Along this segment, additional improvements would include a trailhead parking lot with entrance and exit tapers along Freeport Boulevard, and 12-foot paved access pathways to both Palomar Circle and the commercial property on the northwest corner of the Florin Road/Freeport Boulevard intersection. Both access pathways will cross the tracks with a concrete encasement for safety.

At Florin Road, the trail would veer east to the existing northwest corner of the Florin Road/Freeport Boulevard intersection. Trail users would cross Florin Road in a north-south direction utilizing the westerly crosswalk at the existing signalized intersection. Additional improvements at the intersection would include minor signal modifications, enlarging the curb return areas at the northwest and southwest corners and extending curb, gutter, and sidewalk approximately 100 feet west along both the north and south side of Florin Road to connect to existing curb, gutter, and sidewalk.

From the southwest corner of Florin Road/Freeport Boulevard, the trail would veer slightly west and climb the embankment that develops to the south. At the top of the embankment, the trail would parallel the existing railroad tracks to the east with a configuration consisting of 12 feet of pavement, a 2-foot unpaved shoulder to the east and a 5-foot unpaved shoulder (between the rails) on the west. The trail would continue along the top of the east side of the embankment for approximately 1,800 feet before descending along the westerly slope. Along its descent, the trail would cross the existing railroad tracks at a horizontal skew and on a vertical downgrade, resulting in the removal of 35 feet of track. At the foot of the embankment, the trail would continue south, paralleling the west side of the embankment with a 12-foot paved width and adjacent 3-foot shoulders until reaching Meadowview/Pocket Road. Along the way, two access pathways matching the trail dimensions would connect the trail to Z'Berg Park to the west.

Approaching Meadowview/Pocket Road, the trail would veer east to the existing northwest corner of the Meadowview/Pocket/Freeport Boulevard intersection. Trail users would cross Meadowview/Pocket Road in a north-south direction utilizing the westerly crosswalk at the existing signalized intersection. Additional improvements at the intersection would include minor signal modifications, enlarging the curb return areas at the northwest and southwest corners, extending curb, gutter, and sidewalk approximately 210 feet west along both the north and south side of Meadowview/Pocket Road to connect to existing curb, gutter, and sidewalk, and removing approximately 20 feet of track (where it conflicts with curb, gutter, and sidewalk).

From the southwest corner of Meadowview/Pocket/Freeport Boulevard, the trail would veer slightly west and continue in a southerly direction paralleling the east side of the existing railroad tracks with a 12-foot paved width and adjacent 3-foot unpaved shoulders.

The Build Alternative would end approximately 0.4 mile south of Pocket Road near the Freeport Water Tower adjacent to the I-5 bridge over Freeport Boulevard. At the southern terminus, the bike trail would connect directly to the newly constructed Freeport Shores Trail and the South Sacramento Parkway West Trail.

All roadway crossings along the proposed trail alignment would receive safety lighting and cautionary signs on the roadway approaches. Striping/ decorative pavement, where noted, would designate the path of travel that trail users are to follow and would provide another visual alert for vehicles that pedestrians could be crossing the road.

Along the trail approaches to the roadway intersections, the horizontal alignment of the trail would contain a bulb out to slow down approaching bicyclists. In addition, signing and striping would be provided in advance of roadway intersections to warn users that they will need to stop at the approaching intersection.

Permanent right-of-way acquisitions and temporary construction easements would be needed where the trail passes through Sacramento Regional Transit and state-owned parcels.

This project is federally funded through the Active Transportation Program grant and therefore requires compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The lead agency for CEQA compliance is the City; the federal lead agency for NEPA compliance is Caltrans.

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for the Del Rio Trail Project, SCH #2018062009, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; that the Project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project will have additional significant environmental effects not previously examined in the Master EIR. Therefore, staff prepared a focused environmental impact report ("EIR") on the Project which incorporates by reference the Master EIR and analyzes only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR have been applied to the project as appropriate. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research and each responsible and trustee agency June 8, 2019 and was circulated for public comments from June 8, 2018 through July 9, 2018.

b. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the Office of Planning and Research on November 1, 2018 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR was established by the Office of Planning and Research. The public comment period began on November 1, 2018 and ended on January 3, 2019.

d. A Notice of Availability (NOA) of the Draft EIR was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on November 1, 2018. The NOA stated that the City of Sacramento had completed the Draft EIR and that copies were available at the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, California 95811. The letter also indicated that the official 45-day public review period for the Draft EIR would end on January 3, 2019.

e. A public notice was placed in the Sacramento Bulletin on November 1, 2018, which stated that the Draft EIR was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on November 1, 2018.

g. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR to produce the Final EIR.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR and all documents relied upon or incorporated by reference;

b. The City of Sacramento 2035 General Plan adopted March 3, 2015, and all updates.

c. The Master Environmental Impact Report for the City of Sacramento 2035 General Plan certified on March 3, 2015, and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2035 General Plan adopted March 3, 2015, and all updates.

e. Zoning Ordinance and City Code of the City of Sacramento

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

g. The Mitigation Monitoring Program for the Project.

h. Final City of Sacramento Bicycle Master Plan (2016)

i. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; see also *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California* ("Laurel Heights I") (1988) 47 Cal.3d 376, 400-403.)

In these Findings, the City first addresses the extent to which each significant environmental effect can be substantially lessened or avoided through the adoption of feasible mitigation measures. Only after determining that, even with the adoption of all feasible mitigation measures, an effect is significant and unavoidable does the City address the extent to which alternatives described in the EIR are (i) environmentally superior with respect to that effect and (ii) "feasible" within the meaning of CEQA.

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); see also, CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires

that those decisions be informed, and therefore balanced.” (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

Aesthetics

Impact AES-3 Construction of the proposed project would substantially degrade the existing visual character or quality of the site. Without mitigation, this is a significant impact.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

AES-1: The City shall protect in place, where feasible, all City Trees, defined under Sacramento City Ordinance 2016-0026, Chapter 12.56.040 Removal of City Trees – Public Projects.

City Trees are characterized as trees partially or completely located in a City park, on City owned property, or on a public right-of-way, including any street, road, sidewalk, park strip, mow strip or alley.

If the City proposes to remove City trees that have a DSH of four inches or more as part of a public project that otherwise requires City council approval, the City project manager shall provide written justification to the director of the need to remove City trees for the public project. The director shall review the written justification and if the director agrees with the written justification the director shall make a recommendation to the City council to approve the request to remove the City trees. The request for approval from City council may take place at any stage of the public project but the City shall obtain council approval prior to removing the City trees. City trees proposed to be removed as part of a public project that either does not require City council approval or has a DSH less than four inches shall be removed as provided in Section 12.56.030(C).

The director shall provide written notice of the proposal to remove City trees as part of a public project by posting a notice of the time, date, and location of the City council meeting during which the City council is to decide whether or not to remove City trees in

a conspicuous place on or in proximity to the trees at least fifteen (15) days prior to the City council meeting (Ord. 2016-0026 § 4).

The City will comply with City Code 12.56.040 and establish a replacement plan prior to removal of the City trees pursuant to Sacramento City Ordinance 2016-0026, Chapter 12.56.040. The City shall replace all removed trees removed by project construction with a minimum of 700 trees. If additional trees can be incorporated into the project design and planting plan above 700 trees, the City shall plant where feasible. The exact number of trees and locations shall be determined during final design.

AES-3: To minimize impacts to views of visual resources, aesthetic treatments and/or landscaping will be incorporated during final design in coordination with the City.

AES-4: A Landscape Architect will design planting plans to re-vegetate exposed slopes and other disturbed soil areas.

Finding:

The elimination of large existing trees would temporarily impact the existing visual quality of the corridor, new trees and vegetation would be planted and allowed to grow; therefore, this impact would be temporary and ultimately result in a similar visual quality with AES-1. In addition, any aesthetic treatments and/or landscaping incorporated during final design would be designed and implemented in coordination with the City. Implementation of measure AES-3 and AES-4 would also further reduce potential adverse visual impacts caused by the Build Alternative.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact AES-4 Construction of the proposed project has the potential to create a new source of substantial light or glare. Without mitigation this is a significant impact.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

AES-2: Lighting design will comply with local standards in order to minimize light and glare impacts on surrounding sensitive users. Lighting fixtures will be selected to minimize light pollution into the adjacent residences and skies, while taking into account safety needs.

Finding:

No additional lighting is anticipated to be added along the trail; however, lighting would be installed at roadway crossings for safety. Additionally, all construction work would be conducted during the hours specified in the City ordinances; therefore, no short-term, temporary sources of nighttime lighting would be used during construction activities. With implementation of AES-2, impacts due to light and glare would be less than significant with mitigation incorporated.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Air Quality

Impact AIR-1 Construction of the proposed project has the potential to conflict with or obstruct implementation of the applicable air quality plan. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: -301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

Finding:

The Build Alternative would be consistent with the goals of the SMAQMD through the implementation of **AIR-1**. Therefore, impacts are less than significant with mitigation incorporated.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact AIR-2 Construction of the proposed project has the potential to violate an air quality standard or contribute substantially to an existing or Projected air quality violation. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: -301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking,

excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

Finding:

All PM10 emission estimates for the Build Alternative were below the SMAQMD significance thresholds. However, to ensure that localized PM emissions do not contribute significantly to the existing State exceedance of PM10, **AIR-1** would include the preparation of a Construction Emissions and Dust Control Plan to mitigate for emissions generated during construction activities by limiting the amount of fugitive dust generated. Operation activities would be similar to existing conditions; therefore, no long-term impacts to air quality or violations of air quality standards would occur. Potential impacts to air quality standards or contributions to an existing or Projected air quality violation are considered less than significant with **AIR-1** incorporated.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact AIR-3 Construction of the proposed project has the potential to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: -301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

AIR-2: Basic Construction Emission Control Practices – California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. The following practices describe exhaust emission control from diesel powered fleets working at a construction site:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Finding:

The estimated construction related emissions of NOx is 61.43 lbs/day, which is well under the 85 lbs/day threshold. The Build Alternative would not result in any operational emissions. To further reduce temporary Project-specific impacts, implementation of AIR-1 and AIR-2 would occur.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact AIR-4 Construction of the proposed project has the potential to expose sensitive receptors to substantial pollutant concentrations. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: -301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

AIR-2: Basic Construction Emission Control Practices – California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. The following practices describe exhaust emission control from diesel powered fleets working at a construction site:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Finding:

Odors and emissions from construction may occur during activities such as laying pavement; however, these activities would be intermittent and short-term in nature; therefore, potential effects related to air quality and odors would be less than significant. To further reduce temporary Project-specific impacts, implementation of AIR-1 and AIR-2 would occur.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Biological Resources

Impact BIO-1 Construction of the proposed project has the potential to have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

BIO-1: Prior to initiating construction, an ESA fence will be installed around any elderberry shrubs with driplines extending within 20 feet, as feasible, of the Project impact area. All areas to be avoided during construction activities will be fenced and/or flagged as close to construction limits as feasible. The ESA will be positioned as far from the shrubs as practicable and will be installed under the direction of the Project biologist.

BIO-2: In accordance with the *Swainson’s Hawk Technical Advisory Committee Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley* (2000), protocol level surveys will be conducted during the appropriate survey periods immediately prior to construction to determine presence/absence of the species in areas in proximity to the Sacramento River. If Swainson’s hawk nests are discovered within 0.5 mile of the Project area, appropriate protective measures will be developed in coordination with CDFW.

BIO-3: If possible, vegetation removal should occur outside the nesting bird season (February 15th –September 1st). If vegetation removal is to take place during the nesting season, a pre-construction nesting bird survey must be conducted within seven days prior to vegetation removal. Within two weeks of the nesting bird survey, all vegetation cleared during these surveys must be removed by the contractor.

A minimum 100-foot no-disturbance buffer for songbirds and a 250-foot buffer for raptors must be established around any active nests. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.

BIO-4: If construction on the existing bridge is planned to occur during the swallow nesting season, measures will be taken to avoid impacts to migratory swallows. To protect migratory swallows, unoccupied nests must be removed from the existing bridge structure and swallow exclusionary devices installed prior to the nesting season (February 15th – September 1st). During the nesting season, the bridge structure must be maintained through the active removal of partially constructed nests. Swallows can complete nest construction in approximately 3 days. After a nest is completed, it can no longer be removed until an approved biologist has determined that all birds have fledged, and the nest is no longer being used.

BIO-5: Contract specifications will include the following BMPs, where applicable, to reduce erosion during construction:

- Implementation of the Project will require approval of a site-specific Storm Water Pollution Prevention Plan (SWPPP) that would implement effective measures to protect water quality, which may include a hazardous spill prevention plan and additional erosion prevention techniques;
- Existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control; and
- As a permanent BMP, slope roughening by equipment tracking will be implemented to create unevenness on bare soil. Surface roughening reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing water infiltration.

BIO-6: The contractor must dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.

BIO-7: The Project biologist will periodically inspect the construction areas to ensure elderberry shrubs within the ESA limits are not disturbed.

BIO-8: The Project biologist must conduct pre-construction clearance surveys of the areas of disturbance prior to ground disturbance. Should a sensitive species be observed, the Project will mark the area as an ESA and coordinate with the appropriate wildlife agencies.

BIO-9: All construction personnel will attend an environmental awareness training before conducting work in the Project area. The training program will notify construction personnel of the sensitive biological resources occurring within the Project area, including the VELB, their legal status, and penalties for not complying with the conditions of any permits issued for the Build Alternative. During the environmental awareness training, construction personnel will also be briefed on the need to avoid damage to the elderberry host plant and the possible penalties for not complying with these requirements.

BIO-10: If any wildlife is encountered during the course of construction, said wildlife must be allowed to leave the construction area unharmed.

BIO-11: No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant will be used within 100 feet of elderberry shrubs.

BIO-12: Plastic mono-filament netting (erosion control matting) or similar material that could trap wildlife must not be used. Acceptable substitutes include jute, coconut coir matting, or tackified hydroseeding compounds.

Finding:

The Project area contains suitable habitat for Swainson's hawk, nesting birds, and Valley Elderberry Longhorn Beetle (VELB). Although VELB exit holes were observed in a small number of elderberry shrubs within the BSA, the shrubs are extremely isolated from other elderberry shrubs or riparian habitat. Considering all shrubs are in upland habitats and no trimming or removal of elderberry shrubs would occur, take of the VELB would not occur. Therefore, based on the *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle*, the Project would have no effect on VELB and further FESA consultation is not required. In addition, no designated Critical Habitat occurs within the Project area; therefore, no FESA consultation for Project effects to Critical Habitat is required. The incorporation of measures **BIO-1** through **BIO-12** will further minimize and avoid any potential impacts to the species. Pre-construction surveys would occur for Swainson's hawk and nesting birds. Appropriate protective measures will be developed in coordination with CDFW.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact BIO-2 Construction of the proposed project has the potential to 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 U.S. Fish and Wildlife Service. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

BIO-13: To conform to water quality requirements, the SWPPP must include the following:

- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters.
- The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;
- Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters;
- Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and
- Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

BIO-14: Should a special status plant species be observed within or immediately adjacent to the Project area, ESA fencing (orange construction barrier fencing) will be installed around special status plant populations, where feasible.

BIO-15: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.

BIO-16: All hydroseed and plant mixes must consist of a biologist-approved plant palette seed mix of native and sterile species.

BIO-17: The contractor must not apply rodenticide or herbicide within the Project area during construction.

BIO-18: Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into jurisdictional waters.

Finding:

A Section 1602 Streambed Alteration Agreement would be acquired from the CDFW. In addition to full implementation of any permit requirements, the incorporation of avoidance and minimization measures **BIO-13** through **BIO-18** will further mitigate any potential impacts to jurisdictional waters within the Project area.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact BIO-3 Construction of the proposed project has the potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool,

coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

BIO-18: Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into jurisdictional waters.

Finding:

No impacts to jurisdictional waters of the U.S. are anticipated. Incorporation of measure **BIO-18** would further mitigate any potential impacts to jurisdictional waters within the Project area.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant level*.

Cultural Resources

Impact CUL-1 Construction of the proposed project has the potential to cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

CR-1: The City shall implement the Caltrans approved Action Plan during each stage of the undertaking that will be required to ensure the work complies with the Rehabilitation Standards, as well as the responsible parties for ensuring that each task is completed.

Finding:

The Build Alternative includes limited removal of the existing historic railroad track only where necessary for safety, particularly at major arterial intersections or where the skew of the existing track against the alignment of the proposed multi-use trail will cause a safety hazard. Where it exists, the majority of the track will be retained, including its metal rails, wood ties, and gravel ballast. The proposed undertaking complies with the Secretary of the Interior's Standards for Rehabilitation. Therefore, Caltrans proposed that a Finding of No Adverse Effect with Standard Conditions through the use of the Secretary of the Interior's Standards for the Treatment of Historic Properties would be appropriate. Consultation with the CSO was initiated on October 12, 2018 pursuant to 36 CFR 800.5(c) and Section 106 PA Stipulation X.B(1). On October 23, 2018, the CSO did not object to Caltrans' Finding of No Adverse Effect with Standard Conditions through the use of the Secretary of the Interior's Standards for the Treatment of Historic Properties.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant level*.

Impact CUL-2 Construction of the proposed project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

CR-2: Additional archaeological survey would be needed if Project limits are extended beyond the present survey limits.

CR-3: The United Auburn Indian Community of Auburn Rancheria and the Lone Band of Miwok Indians shall be notified 7 days in advance of each phase of ground disturbance as part of the Project.

CR-4: A cultural resources awareness training program will be developed which will include relevant information regarding cultural resources; respectful treatment of cultural resources; applicable regulations; consequences of violating regulations; applicable avoidance and minimization measures; and the protocols and notification chain of command/points of contact should a cultural resource be discovered. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any cultural. Cultural resource awareness training will be provided to all construction crew working on-site throughout the duration of the Project.

CR-5: If previously unidentified archaeological materials are unearthed during construction, all work shall be halted within 100 feet of the discovery until a qualified archaeologist can assess the significance of the find. Should the archaeological resource be Native American in origin, the United Auburn Indian Community of Auburn Rancheria, the Lone Band of Miwok Indians, the Buena Vista Rancheria, and the T'si-Akim Maidu shall be contacted and consulted on the discovery. Work shall not resume until the archaeologist, Caltrans District 3, the City, and if the resource is Native American in origin, the United Auburn Indian Community of Auburn Rancheria, the Lone Band of Miwok Indians, the Buena Vista Rancheria, and the T'si-Akim Maidu have determined the significance of the resource and appropriate mitigation, if necessary.

CR-6: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of such identification. CEQA and 43 CFR 10.3 details steps to be taken if human burials are of Native American origin.

CR-7: If previously unidentified Native American cultural resources are unearthed during construction, all work shall be halted within 100 feet of the discovery and the United Auburn Indian Community of Auburn Rancheria (UAIC), shall be contacted and consulted on the discovery to assist the City and the City designated archaeologist on determining the significance of the discovery. Should the resource be determined a TCR, then the UAIC shall provide recommendations for further evaluation and/or treatment, as necessary, within 48 hours. The City will document these

recommendations in their records. After review and consultation, the City will determine the most appropriate and respectful action and will document justification for the final action in their files.

Finding:

The elimination of large existing trees would temporarily impact the existing visual quality of the With the findings of the visual survey, record search, and Native American consultation, no impacts are anticipated for the Project related to archaeological resources. With any Project requiring ground disturbance, there is always the possibility that unknown cultural resources may be unearthed during construction. With the implementation of Mitigation Measure CR-2 through CR-7, potential impacts from the Project would be less than significant with mitigation incorporated.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact CUL-4 Construction of the proposed project has the potential to disturb human remains, including those interred outside of formal cemeteries. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

CR-6: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of such identification. CEQA and 43 CFR 10.3 details steps to be taken if human burials are of Native American origin.

Finding:

With any Project requiring ground disturbance, there is always the possibility that unmarked burials may be unearthed during construction. This impact is considered potentially significant. Implementation of Mitigation Measure **CR-6** would reduce this impact to a less-than significant level.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact CUL-5 Construction of the proposed project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 1) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in

Public Resources Code Section 5020.1(k); or 2) 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. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

CR-2: Additional archaeological survey would be needed if Project limits are extended beyond the present survey limits.

CR-3: The United Auburn Indian Community of Auburn Rancheria and the Lone Band of Miwok Indians shall be notified 7 days in advance of each phase of ground disturbance as part of the Project.

CR-4: A cultural resources awareness training program will be developed which will include relevant information regarding cultural resources; respectful treatment of cultural resources; applicable regulations; consequences of violating regulations; applicable avoidance and minimization measures; and the protocols and notification chain of command/points of contact should a cultural resource be discovered. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any cultural. Cultural resource awareness training will be provided to all construction crew working on-site throughout the duration of the Project.

CR-5: If previously unidentified archaeological materials are unearthed during construction, all work shall be halted within 100 feet of the discovery until a qualified archaeologist can assess the significance of the find. Should the archaeological resource be Native American in origin, the United Auburn Indian Community of Auburn Rancheria, the Lone Band of Miwok Indians, the Buena Vista Rancheria, and the T'si-Akim Maidu shall be contacted and consulted on the discovery. Work shall not resume until the archaeologist, Caltrans District 3, the City, and if the resource is Native American in origin, the United Auburn Indian Community of Auburn Rancheria, the Lone Band of Miwok Indians, the Buena Vista Rancheria, and the T'si-Akim Maidu have determined the significance of the resource and appropriate mitigation, if necessary.

CR-6: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of such identification. CEQA and 43 CFR 10.3 details steps to be taken if human burials are of Native American origin.

CR-7: If previously unidentified Native American cultural resources are unearthed during construction, all work shall be halted within 100 feet of the discovery and the United Auburn Indian Community of Auburn Rancheria (UAIC), shall be contacted and consulted on the discovery to assist the City and the City designated archaeologist on determining the significance of the discovery. Should the resource be determined a TCR, then the UAIC shall provide recommendations for further evaluation and/or

treatment, as necessary, within 48 hours. The City will document these recommendations in their records. After review and consultation, the City will determine the most appropriate and respectful action and will document justification for the final action in their files.

Finding:

No impacts are anticipated for the Project related to archaeological resource; however, with any Project requiring ground disturbance, there is always the possibility that unmarked cultural resources may be unearthed during construction. This impact would be considered potentially significant. Implementation of Mitigation Measure **CR-2** through **CR-7** would reduce this impact to a less-than significant level.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant level*.

Geology and Soils

Impact GEO-2 Construction of the proposed project has the potential to result in substantial soil erosion or the loss of topsoil. Without mitigation, this is a significant impact.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

BIO-5: Contract specifications will include the following BMPs, where applicable, to reduce erosion during construction:

- Implementation of the Project will require approval of a site-specific Storm Water Pollution Prevention Plan (SWPPP) that would implement effective measures to protect water quality, which may include a hazardous spill prevention plan and additional erosion prevention techniques;
- Existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control; and
- As a permanent BMP, slope roughening by equipment tracking will be implemented to create unevenness on bare soil. Surface roughening reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing water infiltration.

Finding:

Once constructed, all topsoil exposed as a part of the Build Alternative would be revegetated. As such, the potential for substantial erosion would be limited since the site would be revegetated. In addition, and site grading would be designed for adequate drainage which would reduce the potential for water flowing or ponding in unintended areas, thus limiting exposed soils that could be subject to erosion. Therefore, operational impacts from the Build Alternative related to erosion and loss of top soil would be considered less than significant with implantation of BIO-5.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Hazards and Hazardous Waste

Impact HAZ-2 Construction of the proposed project has the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

HAZ-1: The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCCP shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided in the SPCCP.

HAZ-2: Additional testing for arsenic on each side of boring B2 shall occur prior to construction. Should arsenic concentrations exceed the range of naturally occurring concentrations, the City and Contractor shall follow the appropriate protocol for soil disposal and handling. If stained soil or other evidence of contamination are encountered during construction of the trail, a qualified environmental consultant should observe and collect samples for analysis to determine if further action is warranted.

Finding:

The use of heavy construction equipment requires the use of small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that have the potential to be released into the environment if not handled properly. However, measure HAZ-1 would be implemented to require the contractor to prepare an Accidental-Spill Prevention and Response Plan that would include BMPs to control the accidental release of hazardous materials into the environment ensuring spills are appropriately cleaned up and would not result in a release of hazardous materials into the environment. Additionally, the reported arsenic concentrations in the soil sample from location B2 was slightly elevated at a concentration of 21 mg/kg; therefore, further samples will be collected for arsenic analysis on each side of boring B2 prior to construction. Measure HAZ-2 would reduce any potential impacts to a less than significant level from temporary construction equipment and activities

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact HAZ-3 Construction of the proposed project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

HAZ-1: The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCP shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided in the SPCCP.

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: -301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

AIR-2: Basic Construction Emission Control Practices – California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. The following practices describe exhaust emission control from diesel powered fleets working at a construction site:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Finding:

Hazardous materials used during construction would be typical of common construction activities and would be handled by the contractor in accordance with applicable federal, state, and local regulation for hazardous substances. Additionally, the amount of these materials needed for on-site equipment maintenance would not be enough to cause a significant hazard to the public, or any nearby schools, if released since the quantity of these hazardous materials on-site at any one given time would only amount to a

refueling truck and the construction equipment. Measure HAZ-1, AQ-1, and AQ-2 would be implemented to require the contractor to prepare an accidental-spill prevention and response plan which would include BMPs to control for the accidental release of hazardous materials into the environment ensuring spills are appropriately cleaned up and would not result in a release of hazardous materials into the environment.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact HAZ-7 Construction of the proposed project has the potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.

Finding:

The Build Alternative is not anticipated to have any impact to the existing emergency evacuation plan. A traffic control plan would be incorporated into the Project to limit any potential impacts from construction of the trail through any intersections under Measure **TRA-1**. The traffic control plan would also include a discussion of expected construction schedules and locations, traffic control measures, and coordination with emergency response agencies to ensure that emergency access remains possible at all times.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Hydrology and Water Quality

Impact HYD-1 Construction of the proposed project has the potential to violate any water quality standards or waste discharge requirements. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

WQ-1: The Build Alternative will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase I MS4 NPDES Permit (R5-2016-0040) for long-term, post-construction stormwater runoff.

WQ-2: The Build Alternative will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). As part of this permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to

ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-3: The SWPPP must include the following:

- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters.
- The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;
- Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters;
- Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and,
- Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

Finding:

Without precautions to contain or capture sediments or accidental hazardous spills, construction activities could produce substantial pollutants in stormwater runoff and result in a significant impact on the existing surface water quality. The Build Alternative would implement **WQ-1** through **WQ-3** to minimize construction-related impacts.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact HYD-3 Construction of the proposed project has the potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

WQ-1: The Build Alternative will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase I MS4 NPDES Permit (R5-2016-0040) for long-term, post-construction stormwater runoff.

WQ-2: The Build Alternative will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). As part of this permit requirement, a SWPPP shall be prepared prior to construction consistent with

the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-3: The SWPPP must include the following:

- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters.
- The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;
- Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters;
- Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and,
- Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

Finding:

Although the construction activities may have the potential to temporarily alter existing site drainage patterns within and immediately around the proposed trail corridor, these construction activities would be temporary, and the site would be regraded to appropriately drain stormwater. Mitigation measures **WQ-1** through **WQ-3** would also be implemented to further control construction impacts to erosion and runoff by incorporating and implementing the City's standards related to erosion control and grading activities.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact HYD-5 Construction of the proposed project has the potential to otherwise substantially degrade water quality. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

WQ-1: The Build Alternative will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase I MS4 NPDES Permit (R5-2016-0040) for long-term, post-construction stormwater runoff.

WQ-2: The Build Alternative will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). As part of

this permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-3: The SWPPP must include the following:

- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters.
- The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;
- Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters;
- Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and,
- Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

Finding:

Inadvertent erosion that results in increased sediment in streams, or discharge of other materials into waterbodies, as a result of Project construction activities could result in adverse impacts to water quality. Mitigation measure **WQ-1** through **WQ-3** would be implemented during the construction phase to avoid and minimize potential adverse impacts to water quality from erosion and sedimentation.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Noise and Vibration

Impact NOS-1 Construction of the proposed project has the potential to expose persons to or generation of sustained noise levels above ambient noise conditions that could result in interference with speech or sleep. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

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

- Construction activity that occurs outside the exempt hours of the day (7am to 6pm from Monday through Saturday, and 9am to 6pm on Sundays) that exceeds the 50-dBA daytime standard or 45-dBA nighttime

standard must obtain the proper variances as outlined in Sections 8.68.250 and 8.68.260 of the City of Sacramento Noise Ordinance.

- Construction equipment and vehicles should be equipped with properly operating mufflers according to the manufacturers' recommendations. Air compressors and pneumatic equipment should be equipped with the manufacturer-recommended muffler, and tools should be equipped with shrouds or shields. An internal combustion engine will not be operated on the job site without the appropriate muffler.
- The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Finding:

The nearest sensitive receptors that would be most affected by construction noise impacts are single-family residences located within 50 feet of the Project footprint; however, construction noise impacts to sensitive receptors would be minimal, short term, intermittent, and would occur during daytime construction hours pursuant to the City of Sacramento Noise Ordinance. No pile driving or other more intensive noise generation is expected to occur. It is not anticipated that construction work would need to occur outside of established daytime hours; however, should the City determine that night work is necessary, a variance would be obtained and adjacent property owners would be notified. These impacts would be reduced with the inclusion of best management practices and measure NOI-1.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact NOS-2 Construction of the proposed project has the potential to expose persons to or generate excessive groundborne vibration or groundborne noise levels. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

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

- Construction activity that occurs outside the exempt hours of the day (7am to 6pm from Monday through Saturday, and 9am to 6pm on Sundays) that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard must obtain the proper variances as outlined in Sections 8.68.250 and 8.68.260 of the City of Sacramento Noise Ordinance.
- Construction equipment and vehicles should be equipped with properly operating mufflers according to the manufacturers' recommendations. Air compressors and pneumatic equipment should be equipped with the manufacturer-recommended muffler, and tools should be equipped with shrouds or shields. An internal combustion engine will not be operated on the job site without the appropriate muffler.
- The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Finding:

The nearest sensitive receptors that would be most affected by construction noise impacts are single-family residences located within 50 feet of the Project footprint. Construction activities that would take place at least 50 feet from the sensitive receptor would range from Barely Perceptible to Distinctly Perceptible, depending on the distance and intensity of vibration generation. Considering the low intensity of vibration and the short-term nature of the construction activities near affected sensitive receptors, this impact is not considered substantial with the incorporation of measure NOI-1.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact NOS-4 Construction of the proposed project has the potential to cause a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Without mitigation, this is a significant impact.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

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

- Construction activity that occurs outside the exempt hours of the day (7am to 6pm from Monday through Saturday, and 9am to 6pm on Sundays) that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard must obtain the proper variances as outlined in Sections 8.68.250 and 8.68.260 of the City of Sacramento Noise Ordinance.
- Construction equipment and vehicles should be equipped with properly operating mufflers according to the manufacturers' recommendations. Air compressors and pneumatic equipment should be equipped with the manufacturer-recommended muffler, and tools should be equipped with shrouds or shields. An internal combustion engine will not be operated on the job site without the appropriate muffler.
- The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

Finding:

Construction noise impacts to sensitive receptors would be minimal, short term, intermittent, and would occur during daytime construction hours pursuant to the City of Sacramento Noise Ordinance. It is not anticipated that construction work would need to occur outside of established daytime hours; however, should the City determine that night work is necessary, a variance would be obtained. These impacts would be reduced with the inclusion of best management practices and the minimization measure **NOI-1**.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Public Services

Impact PUB-1 Construction of the proposed project has the potential to 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:

Fire protection;
Police protection;
Schools;
Parks; or
Other public facilities

Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.

TRA-2: Emergency public services, local law enforcement agencies, and local businesses will be notified of the Build Alternative and any planned partial intersection closures. This notice shall occur at least one month before construction begins.

Finding:

The existing police and fire stations have a capacity to serve any Project-related needs that may arise. Paving the abandoned railroad corridor to create a formalized trail would not subject the Build Alternative area to increased fire hazards. Short-term traffic operations at intersections would be temporarily affected during construction of the trail crossing; however, one lane in each direction would be kept open for through traffic throughout construction. Short-term construction impacts to traffic operations are anticipated to be minimal. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic control plan (TRA-1).

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant level*.

Transportation and Traffic

Impact TRANS-1 Construction of the proposed project has the potential to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.

Finding:

Short-term traffic operations at intersections would be temporarily affected during construction of the trail crossing; however, one lane in each direction would be kept open for through traffic throughout construction. Short-term construction impacts to traffic operations are anticipated to be minimal. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic control plan.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact TRANS-2 Construction of the proposed project has the potential to conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.

Finding:

Long-term traffic operations and access to public transit would not be adversely affected by the Build Alternative. The Project will not create additional vehicle trips. Therefore, no additional volume would be generated and would not result in any new traffic impacts. Short-term traffic operations at intersections would be temporarily affected during construction of the trail crossing; however, one lane in each direction would be kept open for through traffic throughout construction. Short-term construction impacts to traffic operations are anticipated to be minimal. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Impact TRANS-5 Construction of the proposed project has the potential to result in inadequate emergency access. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

TRA-2: Emergency public services, local law enforcement agencies, and local businesses will be notified of the Build Alternative and any planned partial intersection closures. This notice shall occur at least one month before construction begins.

Finding:

No short-term or long-term impacts to emergency access would occur as a result of the Build Alternative. The existing police and fire stations have a capacity to serve any Project-related needs that may arise. Short-term traffic operations at intersections would be temporarily affected during construction of the trail crossing; however, one lane in each direction would be kept open for through traffic and emergency access throughout construction. Short-term construction impacts to traffic operations are anticipated to be minimal. Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing, signage and a traffic control plan. The trail will be designed to allow for emergency access as needed.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

Utilities and Service Systems

Impact UTIL-3 Construction of the proposed project has the potential to require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Without mitigation, this is a *significant impact*.

Mitigation Measure (From MMP): The following mitigation measure has been adopted to address this impact:

WQ-1: The Build Alternative will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase I MS4 NPDES Permit (R5-2016-0040) for long-term, post-construction stormwater runoff.

WQ-2: The Build Alternative will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for discharges of storm water associated with construction activities (Construction General Permit 2012-0006-DWQ). As part of this permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-3: The SWPPP must include the following:

- Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters.
- The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan;
- Construction equipment will not be operated in flowing water;

- Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters;
- Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters;
- Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and,
- Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site.

Finding:

The Project would result in an increase of approximately 9.5 acres of paved surface area, which would contribute to an increase in the volume of storm water runoff from the multi-use trail surface. The Build Alternative design would include drainage facilities throughout the trail to prevent flooding during storm events. Additionally, the Project site has some areas of localized flooding. The Project would construct new storm drain pipes and inlets to minimize incidents of localized flooding. Measures WQ-1 through WQ-5 would be implemented to further control construction impacts due to additional runoff by incorporating and implementing the City's standards related to erosion control, grading activities, and stormwater drainage facilities; therefore, impacts would be considered less than significant with mitigation incorporated.

With implementation of the mitigation measure(s), this impact is reduced to a *less than significant* level.

B. Significant or Potentially Significant Impacts for which Mitigation is Outside the City's Responsibility and/or Jurisdiction.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project, are within the responsibility and jurisdiction of another public agency and not the City. Pursuant to section 21081(a)(2) of the Public Resources Code and section 15091(a)(2) of the CEQA Guidelines, the City Council, based on the evidence in the record before it, specifically finds that implementation of these mitigation measures can and should be undertaken by the other public agency. The City will request, but cannot compel implementation of the identified mitigation measures described. The impact and mitigation measures and the facts supporting the determination that mitigation is within the responsibility and jurisdiction of another public agency and not the City, are set forth below. Notwithstanding the disclosure of these impacts, the City Council elects to approve the Project due to the overriding considerations set forth below in Section G, the statement of overriding considerations.

None.

C. Significant or Potentially Significant Impacts for which Mitigation Measures Found To Be Infeasible.

Mitigation measures to mitigate, avoid, or substantially lessen the following significant and potentially significant environmental impacts of the Project have been identified. No identified mitigation measures have been found to be infeasible.

D. Significant and Unavoidable Impacts.

The Project would not result in any impacts that have been identified as significant and unavoidable.

E. Findings Related to the Relationship Between Local Short-term Uses of the Environment and Maintenance and Enhancement of Long-term Productivity.

Based on the EIR and the entire record before the City Council, the City Council I makes the following findings with respect to the project's balancing of local short term uses of the environment and the maintenance of long term productivity:

The proposed Del Rio Trail Project consists of a Class I multi-use trail (12 to 16 feet of pavement with unpaved shoulders ranging from 2 to 3 feet). The Del Rio Trail would include at-grade crossings and intersection modifications at each location where the trail intersects a vehicular roadway.

The purpose of the Del Rio Trail Project is to:

- Advance and complete the planned connection between the Sacramento River Parkway and the Freeport Shores Bikeway in accordance with the City of Sacramento Bikeway Master Plan utilizing public right-of-way and public agency parcels;
- Connect logical origins and destinations proximate to the trail alignment by improving pedestrian and bicycle access throughout the South Land Park, Freeport Manor, Z'berg Park, Land Park, Meadowview, and Pocket communities; and
- Provide an American's with Disabilities Act (ADA)-compliant, active transportation connection to adjacent communities throughout the south Sacramento area for pedestrians and bicyclists of all ages and abilities to access schools, retail, jobs, and recreational amenities.

The Del Rio Trail Project is needed because the South Land Park, Pocket, and adjacent communities in South Sacramento currently have limited ADA-compliant, active modes of transportation to schools, retail, jobs, and recreational amenities, thereby increasing automotive dependency and Vehicle Miles Traveled while reducing opportunities for those who do not drive or do not have access to a car, including children, the elderly, the disadvantaged, and persons with disabilities.

F. Project Alternatives.

The City Council has considered the Project alternatives presented and analyzed in the final EIR and presented during the comment period and public hearing process. Some of these alternatives have the potential to avoid or reduce certain significant or potentially significant environmental impacts, as set forth below. The City Council finds, based on specific economic, legal, social, technological, or other considerations, that these alternatives are infeasible. Each alternative and the facts supporting the finding of infeasibility of each alternative are set forth below.

Alternatives Considered and Dismissed from Further Consideration

Summary of Alternatives Considered

ALTERNATIVE 1 – Reduce Tree Removal

Alternative 1 was considered as a feasible alternative by the City during conceptual design and used during initial public outreach with interested stakeholders November 2017 through March 2018. The proposed alternative consists of a Class I multi-use trail (14 feet wide with 2-foot wide shoulders) with walking trail, and at-grade crossings and intersection modifications at each major arterial location (see Figure 23).

This alternative would significantly reduce the number of oak trees removed throughout the Project corridor as compared to the Build Alternative; however, this alternative would also require the removal of approximately 50 percent of the historic track in order to avoid impacts to trees.

ALTERNATIVE 2 – Multi-Use Trail with Separate Walking Path

Alternative 2 was developed in an effort to reduce the amount of proposed track removal to approximately 2 percent while retaining a separate walking path. This was considered a feasible alternative by the City and used during public outreach with interested stakeholders March 2018 through January 2019. This alternative would include constructing approximately 4.8 miles of Class 1 multi-use trail (12 to 16 feet of pavement) with unpaved shoulders ranging from 2 to 3 feet with an adjacent 5 to 6-foot wide unpaved walking trail. This alternative would include at-grade crossings and intersection modifications at each location where the trail intersects a vehicular roadway. This alternative would include limited removal of existing railroad track only where necessary for safety, particularly at major arterial intersections or where the skew of the existing track against the alignment of the proposed multi-use trail will cause a safety hazard. Where it exists, the majority of the historic track would be retained, including its metal rails, wood ties, and gravel ballast. Where other Project constraints make it necessary for the walking path to overlap with the existing track, sections of the track would be converted to a walking trail by infilling the area between the metal rails with a traversable surface such as decomposed granite. Other portions of track would remain but not be converted to a walking path.

No Project Alternative

Under the No-Project Alternative, the City would not accomplish the following objectives:

- Advance and complete the planned connection between the Sacramento River Parkway and the Freeport Shores Bikeway in accordance with the City of Sacramento Bikeway Master Plan utilizing public right of way and public agency parcels.
- Connect logical origins and destinations proximate to the trail alignment by improving pedestrian and bicycle access throughout the South Land Park, Freeport Manor, Z'berg, Land Park, Meadowview, and Pocket communities; or
- Provide an American's with Disabilities Act (ADA)-compliant, active transportation connection to adjacent communities throughout the south Sacramento area for pedestrians and bicyclists of all ages and abilities to access schools, retail, jobs, and recreational amenities.

The South Land Park, Pocket, and adjacent communities in South Sacramento would continue to have limited ADA-compliant, active modes of transportation to schools, retail, jobs, and recreational amenities thereby increasing automotive dependency and Vehicle Miles Traveled. There would also continue to be reduced opportunities for those who do not drive or do not have access to a car including children, the elderly, the disadvantaged, and persons with disabilities.

Facts in Support of Finding of Infeasibility

ALTERNATIVE 1 – Reduce Tree Removal

The City received a letter on January 19, 2018, from Cheryl Marcell, President and CEO of the California State Railroad Museum Foundation. In her letter, Ms. Marcell expressed support for the Project and plans for a multi-use trail along the route of the rail corridor. However, Ms. Marcell stated concerns about the removal of the historic property's tracks, and whether the Project could be accomplished without separate walking and biking trails, which in the letter were suggested to be redundant and needlessly expensive. In response to this letter, the City revised the Project alignment which increased the number of trees removed but significantly reduced the amount of proposed track removal to approximately 2 percent. For this reason, the City has concluded that this alternative is not feasible and it is not evaluated further in the EIR.

ALTERNATIVE 2 – Multi-Use Trail with Separate Walking Path

This alternative would ultimately result in the same amount of track removal as the Build Alternative (approximately 2 percent) even with the proposed walking path; however, based on public comment during circulation of the Draft EIR, and in an effort to further minimize environmental impacts, the proposed Build Alternative in the EIR has been revised to remove the separate walking trail. The current design would require pedestrian and bicycle users to share the Class 1 multi use trail.

No Project Alternative

Although no permanent impacts would occur to any environmental resources, the No Project Alternative fails to meet all of the basic Project objectives.

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Aesthetics/Visual Resources					
<p>AES-1: The City shall comply with City Code section 12.56.040 by establishing a replacement plan for any City trees that must be removed. The City shall replace the trees removed during project construction by replanting a minimum of 700 trees. If additional trees can be incorporated into the project design and planting plan above 700, the City shall plant where feasible. The exact number of trees and locations shall be determined during final design. The tree removal and replacement plan is subject to approval by the City Council.</p>	Prior to construction / During construction	City	<input type="checkbox"/>	_____	
<p>AES-2: Lighting design will comply with local standards in order to minimize light and glare impacts on surrounding sensitive users. Lighting fixtures will be selected to minimize light pollution into the adjacent residences and skies, while taking into account safety needs.</p>	Prior to construction	City	<input type="checkbox"/>	_____	
<p>AES-3: To minimize impacts to views of visual resources, aesthetic treatments and/or landscaping will be incorporated during Final Design in coordination with the City.</p>	During construction	City	<input type="checkbox"/>	_____	
<p>AES-4: A Landscape Architect will design planting plans to re-vegetate exposed slopes and other disturbed soil areas.</p>	During construction	City	<input type="checkbox"/>	_____	
Air Quality					
<p>AQ-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>301.1 Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.</p> <p>301.2 Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts;</p> <p>301.3 Other means approved by the Air Pollution Control Officer.</p>					
<p>AQ-2: Basic Construction Emission Control Practices: The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel powered equipment. The California Air Resources Board enforces the idling limitations.</p> <ul style="list-style-type: none"> Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	During construction	Resident Engineer	<input type="checkbox"/>	_____	
Biological Resources					
<p>BIO-1: Prior to initiating construction, an ESA fence will be installed around any elderberry shrubs with driplines extending within 20 feet, as feasible, of the Project impact area. All areas to be avoided during construction activities will be fenced and/or flagged as close</p>	Prior to construction/ During construction	City / Resident Engineer			

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
to construction limits as feasible. The ESA will be positioned as far from the shrubs as practicable and will be installed under the direction of the Project biologist.					
<p>BIO-2: In accordance with the <i>Swainson's Hawk Technical Advisory Committee Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley</i> (2000), protocol level surveys will be conducted during the appropriate survey periods immediately prior to construction to determine presence/absence of the species in areas in proximity to the Sacramento River. If Swainson's hawk nests are discovered within 0.5 mile of the Project area, appropriate protective measures will be developed in coordination with CDFW.</p>	Prior to construction	City	<input type="checkbox"/>	_____	
<p>BIO-3: If possible, vegetation removal should occur outside the nesting bird season (February 15th –September 1st). If vegetation removal is to take place during the nesting season, a pre-construction nesting bird survey must be conducted within seven days prior to vegetation removal. Within two weeks of the nesting bird survey, all vegetation cleared during these surveys must be removed by the contractor.</p> <p>A minimum 100-foot no-disturbance buffer for songbirds and a 250-foot buffer for raptors must be established around any active nests. The contractor must immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the Project biologist and in coordination with wildlife agencies) in the buffer area until a qualified biologist determines the young have fledged.</p>	Prior to construction	City/Resident Engineer	<input type="checkbox"/>	_____	
<p>BIO-4: If construction on the existing bridge is planned to occur during the swallow nesting season, measures will be taken to avoid impacts to migratory swallows. To protect migratory swallows, unoccupied nests must be removed from the existing bridge structure and swallow exclusionary devices installed prior to the nesting season (February 15th – September 1st). During the nesting</p>	Prior to construction	City/Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>season, the bridge structure must be maintained through the active removal of partially constructed nests. Swallows can complete nest construction in approximately 3 days. After a nest is completed, it can no longer be removed until an approved biologist has determined that all birds have fledged, and the nest is no longer being used.</p>					
<p>BIO-5: Contract specifications will include the following BMPs, where applicable, to reduce erosion during construction:</p> <ul style="list-style-type: none"> • Implementation of the Project will require approval of a site-specific Storm Water Pollution Prevention Plan (SWPPP) that would implement effective measures to protect water quality, which may include a hazardous spill prevention plan and additional erosion prevention techniques; • Existing vegetation will be protected in place where feasible to provide an effective form of erosion and sediment control; and • As a permanent BMP, slope roughening by equipment tracking will be implemented to create unevenness on bare soil. Surface roughening reduces erosion potential by decreasing runoff velocities, trapping sediment, and increasing water infiltration. 	<p>Prior to construction/ During construction</p>	<p>Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>BIO-6: The contractor must dispose of all food-related trash in closed containers and must remove it from the Project area each day during construction. Construction personnel must not feed or attract wildlife to the Project area.</p>	<p>During construction</p>	<p>Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>BIO-7: The Project biologist will periodically inspect the construction areas to ensure elderberry shrubs within the ESA limits are not disturbed.</p>	<p>During construction</p>	<p>City</p>	<p><input type="checkbox"/></p>	<p>_____</p>	
<p>BIO-8: The Project biologist must conduct pre-construction clearance surveys of the areas of disturbance prior to ground disturbance. Should a sensitive species be observed, the Project</p>	<p>Prior to construction</p>	<p>City</p>	<p><input type="checkbox"/></p>	<p>_____</p>	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
will mark the area as an ESA and coordinate with the appropriate wildlife agencies.					
BIO-9: All construction personnel will attend an environmental awareness training before conducting work in the Project area. The training program will notify construction personnel of the sensitive biological resources occurring within the Project area, including the VELB, their legal status, and penalties for not complying with the conditions of any permits issued for the Build Alternative. During the environmental awareness training, construction personnel will also be briefed on the need to avoid damage to the elderberry host plant and the possible penalties for not complying with these requirements.	Prior to construction/During construction	City/Resident Engineer	<input type="checkbox"/>	_____	
BIO-10: If any wildlife is encountered during the course of construction, said wildlife must be allowed to leave the construction area unharmed.	During construction	Resident Engineer	<input type="checkbox"/>	_____	
BIO-11: No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant will be used within 100 feet of elderberry shrubs.	During construction	Resident Engineer	<input type="checkbox"/>	_____	
BIO-12: Plastic mono-filament netting (erosion control matting) or similar material that could trap wildlife must not be used. Acceptable substitutes include jute, coconut coir matting, or tackified hydroseeding compounds.	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>BIO-13: To conform to water quality requirements, the SWPPP must include the following:</p> <ul style="list-style-type: none"> • Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters. 	Prior to construction/ During construction	City / Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<ul style="list-style-type: none"> The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan; Construction equipment will not be operated in flowing water; Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters; Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters; Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and Any concrete rubble, asphalt, or other debris from construction must be taken to an approved disposal site. 					
<p>BIO-14: Should a special status plant species be observed within or immediately adjacent to the Project area, ESA fencing (orange construction barrier fencing) will be installed around special status plant populations, where feasible.</p>	Prior to construction/During construction	City/Resident Engineer	<input type="checkbox"/>	_____	
<p>BIO-15: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds.</p>	Prior to Construction/During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>BIO-16: All hydroseed and plant mixes must consist of a biologist-approved plant palette seed mix of native and sterile species.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>BIO-17: The contractor must not apply rodenticide or herbicide within the Project area during construction.</p>	During construction	Resident Engineer	<input type="checkbox"/>	_____	
<p>BIO-18: Prior to the start of construction activities, the Project limits in proximity to jurisdictional waters must be marked with high visibility Environmentally Sensitive Area (ESA) fencing or staking to ensure construction will not further encroach into jurisdictional waters.</p>	Prior to construction	City/Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>BIO-19: Prior to tree removal, the Project biologist will conduct surveys to determine if “bat habitat trees” exist within the Project footprint. Potential bat habitat trees typically are mature trees with features such as open cavities, crevices, or loose bark. Potential “bat habitat trees” that will be removed as a result of the Project (including utility relocation), must be removed between September 1st and March 31st outside of the maternity season (April 1st –August 31st). Additional specific tree removal procedures (including potential exclusions, removal of bark et.) will be determined on a case-by-case basis by the Project biologist. Potential bat habitat trees not requiring removal will be protected in place with ESA fencing.</p>	Prior to construction	City	<input type="checkbox"/>	_____	
Cultural Resources/Tribal Cultural Resources					
<p>CUL-1: The City shall implement the Caltrans approved Action Plan during each stage of the undertaking that will be required to ensure the work complies with the Rehabilitation Standards, as well as the responsible parties for ensuring that each task is completed.</p>	Prior to construction/During construction	City	<input type="checkbox"/>	_____	
<p>CUL-2: Additional archaeological survey would be needed if Project limits are extended beyond the present survey limits.</p>	Prior to construction	City	<input type="checkbox"/>	_____	
<p>CUL-3: The United Auburn Indian Community of Auburn Rancheria and the Lone Band of Miwok Indians shall be notified 7 days in advance of each phase of ground disturbance as part of the Project.</p>	Prior to construction	City	<input type="checkbox"/>	_____	
<p>CUL-4: A cultural resources awareness training program will be developed which will include relevant information regarding cultural resources; respectful treatment of cultural resources; applicable regulations; consequences of violating regulations; applicable avoidance and minimization measures; and the protocols and notification chain of command/points of contact should a cultural resource be discovered. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any cultural. Cultural resource awareness training will be</p>	Prior to construction/During construction	City/Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
provided to all construction crew working on-site throughout the duration of the Project.					
<p>CUL-5: If previously unidentified archaeological materials are unearthed during construction, all work shall be halted within 100 feet of the discovery until a qualified archaeologist can assess the significance of the find. Should the archaeological resource be Native American in origin, the United Auburn Indian Community of Auburn Rancheria, the lone Band of Miwok Indians, the Buena Vista Rancheria, and the T'si-Akim Maidu shall be contacted and consulted on the discovery. Work shall not resume until the archaeologist, Caltrans District 3, the City, and if the resource is Native American in origin, the United Auburn Indian Community of Auburn Rancheria, the lone Band of Miwok Indians, the Buena Vista Rancheria, and the T'si-Akim Maidu have determined the significance of the resource and appropriate mitigation, if necessary.</p>	During construction	City/Resident Engineer	<input type="checkbox"/>	_____	
<p>CUL-6: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of such identification. CEQA and 43 CFR 10.3 details steps to be taken if human burials are of Native American origin.</p>	During construction	City/Resident Engineer	<input type="checkbox"/>	_____	
<p>CUL-7: If previously unidentified Native American cultural resources are unearthed during construction, all work shall be halted within 100 feet of the discovery and the United Auburn Indian Community of Auburn Rancheria, shall be contacted and consulted on the discovery to assist the City and the City designated archaeologist on determining the significance of the discovery. Should the resource be determined a TCR, then the UAIC shall provide recommendations for further evaluation and/or treatment, as necessary, within 48 hours. The City will document these</p>					

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
recommendations in their records. After review and consultation, the City will determine the most appropriate and respectful action and will document justification for the final action in their files.					
Hazards and Hazardous Waste					
HAZ-1: The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCP shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided in the SPCCP.	Prior to construction/During construction	Resident Engineer	<input type="checkbox"/>	_____	
HAZ-2: Additional testing for arsenic on each side of boring B2 shall occur prior to construction. Should arsenic concentrations exceed the range of naturally occurring concentrations, the City and Contractor shall follow the appropriate protocol for soil disposal and handling. If stained soil or other evidence of contamination are encountered during construction of the trail, a qualified environmental consultant should observe and collect samples for analysis to determine if further action is warranted.	Prior to construction	City	<input type="checkbox"/>		
Hydrology and Water Quality					
WQ-1: The Build Alternative will implement all feasible Low Impact Development (LID) BMPs and follow the Central Valley Region Phase I MS4 NPDES Permit (R5-2016-0040) for long-term, post-construction stormwater runoff.	During construction	Resident Engineer	<input type="checkbox"/>	_____	
WQ-2: The Build Alternative will require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction	Prior to Construction	City/ Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
<p>General Permit 2012-0006-DWQ). As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.</p>					
<p>WQ-3: The SWPPP must include the following:</p> <ul style="list-style-type: none"> • Vehicle maintenance, staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants must be a minimum of 50 feet from surface waters. Any necessary equipment washing must occur where the water cannot flow into surface waters. • The Project specifications will require the contractor to operate under an approved spill prevention and clean-up plan; • Construction equipment will not be operated in flowing water; • Construction work must be conducted according to site-specific construction plans that minimize the potential for sediment input to surface waters; • Raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life must be prevented from contaminating the soil or entering surface waters; • Equipment used in and around surface waters must be in good working order and free of dripping or leaking contaminants; and, • Any concrete, rubble, asphalt or other debris from construction must be taken to an approved disposal site. 	<p>During construction</p>	<p>Resident Engineer</p>	<p><input type="checkbox"/></p>	<p>_____</p>	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
Noise and Vibration					
<p>NOI-1: The following noise control measures will be incorporated into the contract documents for construction of the Project:</p> <ul style="list-style-type: none"> • Construction activity that occurs outside the exempt hours of the day (7am to 6pm from Monday through Saturday, and 9am to 6pm on Sundays) that exceeds the 50-dBA daytime standard or 45-dBA nighttime standard must obtain the proper variances as outlined in Sections 8.68.250 and 8.68.260 of the City of Sacramento Noise Ordinance. • Construction equipment and vehicles should be equipped with properly operating mufflers according to the manufacturers' recommendations. Air compressors and pneumatic equipment should be equipped with the manufacturer-recommended muffler, and tools should be equipped with shrouds or shields. An internal combustion engine will not be operated on the job site without the appropriate muffler. • The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel. 	During Construction	Resident Engineer	<input type="checkbox"/>	_____	
Transportation and Traffic					
<p>TRA-1: Temporary impacts to traffic flow as a result of construction activities would be minimized through construction phasing and signage and a traffic control plan.</p>	Prior to Construction/During Construction	City/Resident Engineer	<input type="checkbox"/>	_____	

Task and Brief Description	Timing	Responsible Party	Completed	Initials	Notes (optional)
TRA-2: Emergency public services, local law enforcement agencies, and local businesses will be notified of the Build Alternative and any planned partial intersection closures. This notice shall occur at least one month before construction begins.	Prior to construction	City	<input type="checkbox"/>	_____	