

Executive Summary

This Subsequent Focused EIR evaluates and discloses new impacts resulting from the City's updated design for the Two Rivers Trail (Phase II) Project, which incorporates additional trail alignments and design features not previously analyzed in the certified Two Rivers Trail Phase II Final EIR (FEIR). This Draft Subsequent Focused EIR meets the requirements of the California Environmental Quality Act (CEQA) and the state CEQA Guidelines for content and analysis. It discloses the environmental impacts that would occur if this project is approved by the City Council and includes mitigation measures that will reduce or avoid those impacts.

ES.1 Project Overview

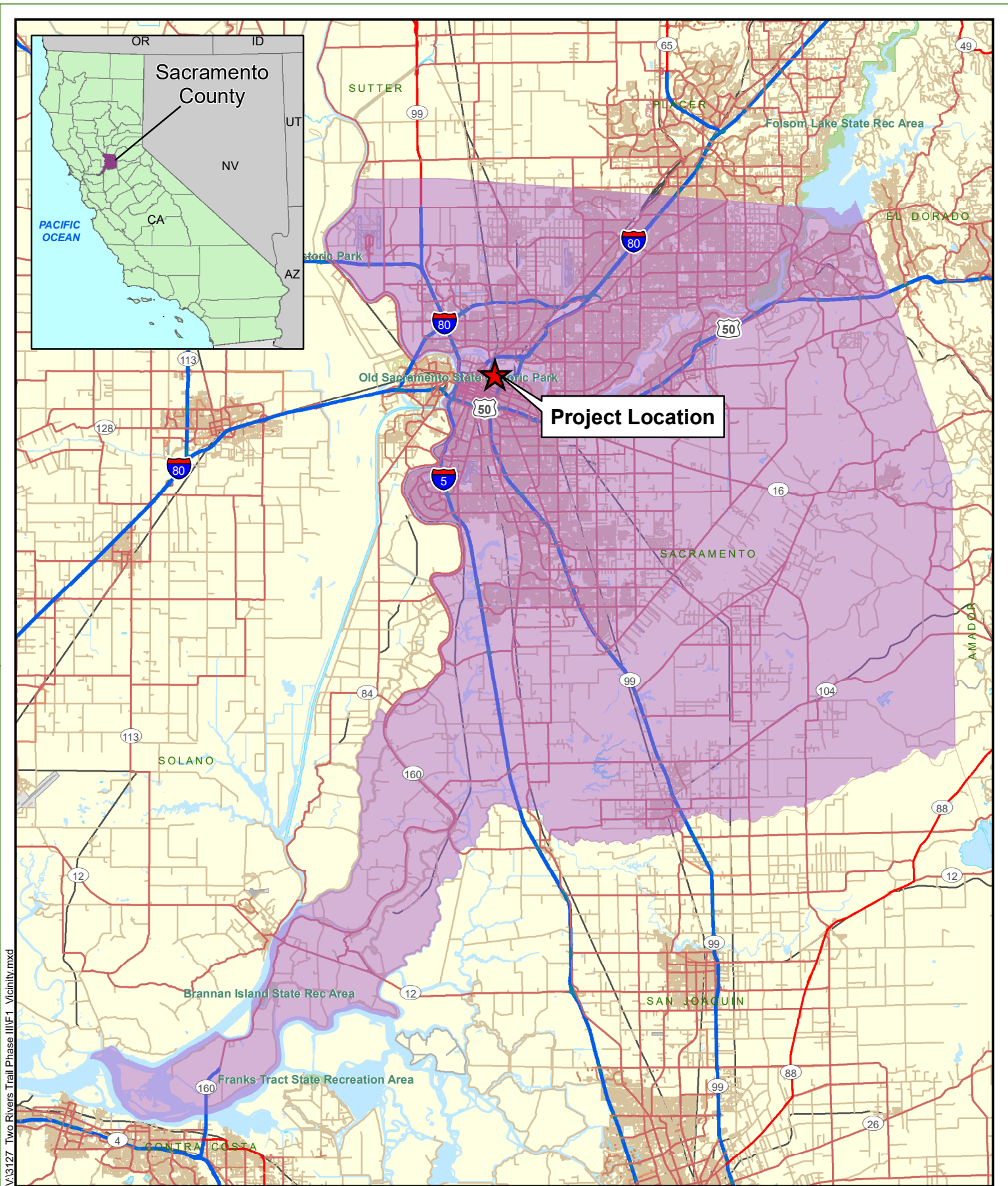
In December 2022, the City approved the Final EIR for the Two Rivers Trail Phase II Project which will construct approximately 3.4 miles of Class I bicycle and pedestrian trail primarily along the south bank of the American River from Sutter's Landing Regional Park to the Sacramento Northern Bikeway Trail at North 18th Street, and east from the eastern terminus of Sutter's Landing Regional Park to the H Street Bridge in Sacramento, California (SCH #2018102058) (see Figures 1 through 3). Since then, the Project has been updated to include additional trail alignments and design features that were not previously analyzed. The Project design footprint for the westerly trail segment has been modified to include an interim trail from the Sacramento Northern Bikeway to North 12th Street, connecting to the Two Rivers Phase I Trail. Further, the project has been expanded to include an overcrossing of the UPRR right of way, another connection to the Sacramento Northern Bikeway, and an undercrossing of the State Route (SR) 160 bridges (see Figures 4 through 6). Due to the substantial project description change that now includes an elevated pedestrian bridge structure over UPRR and an underpass, both adjacent to a wild and scenic river, a Focused Subsequent EIR is recommended. This Subsequent EIR will tier from the certified 2022 FEIR and will evaluate whether the proposed new alignment and design features for the trail would result in new or substantially more severe significant impacts, than the impacts disclosed in the 2022 FEIR.

ES.2 Project Objectives

Project Purpose

The purpose of the Project is to:

- Provide a vital recreation link between the Jedediah Smith Trail on the north side of the American River Parkway, the Sacramento River Parkway, the Sacramento Northern Bikeway Trail, the future Ueda Parkway trails, and the 20th Street bike connection to the Central City;
- Provide alternative transportation access for commuters and residents in the eastern part of the City, California State University, Sacramento (CSUS), Central City, North Sacramento, East Sacramento, and Richards Boulevard area;
- Provide trail users with a connection to the river and the American River Parkway; and
- Provide an American's with Disabilities Act (ADA)-compliant, active transportation connection to adjacent communities throughout the Sacramento area for pedestrians and bicyclists of all ages and abilities to access retail, jobs, and recreational amenities.



V:\3127 Two Rivers Trail Phase III\F1 Vicinity.mxd

Source: ESRI 2008; Dokken Engineering 10/23/2024; Created By: kjacobson



0 5 10 15 Miles

FIGURE 1
Project Vicinity

Two Rivers Trail Phase III and IV Project
City of Sacramento, Sacramento County, California

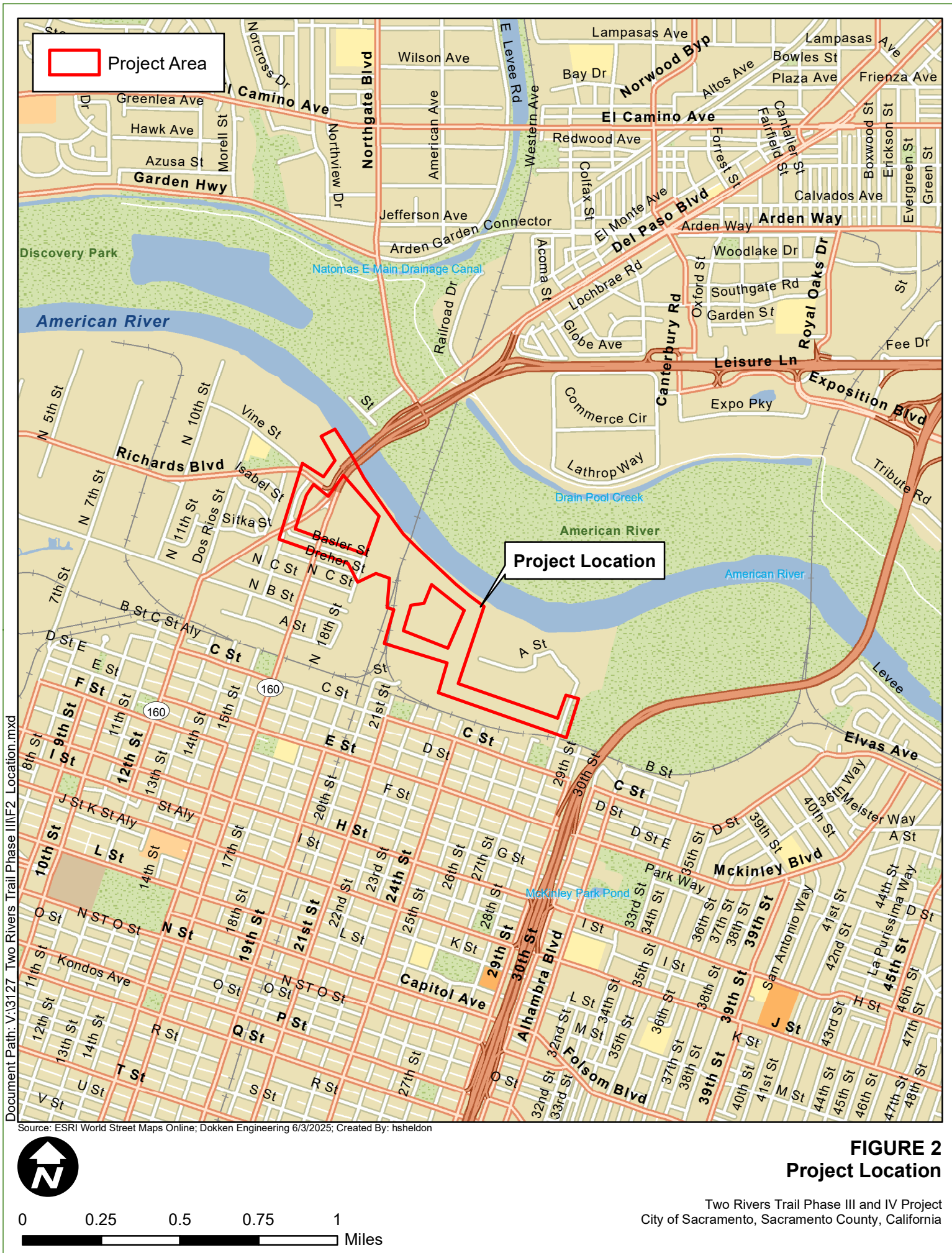
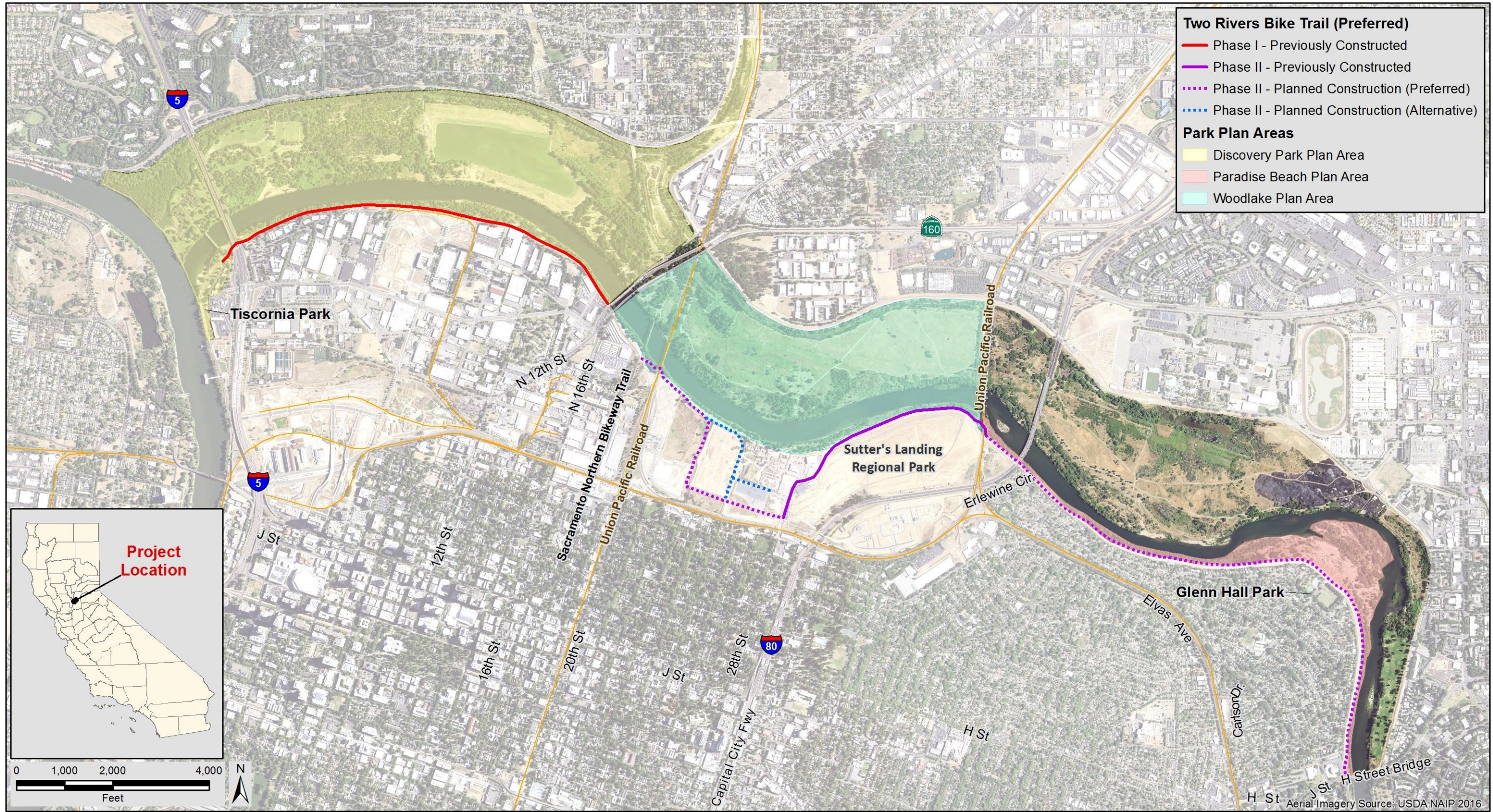


Figure ES-1. Project Location



Source: GEI Consultants, 2019

Figure 3. 2022 FEIR Segments

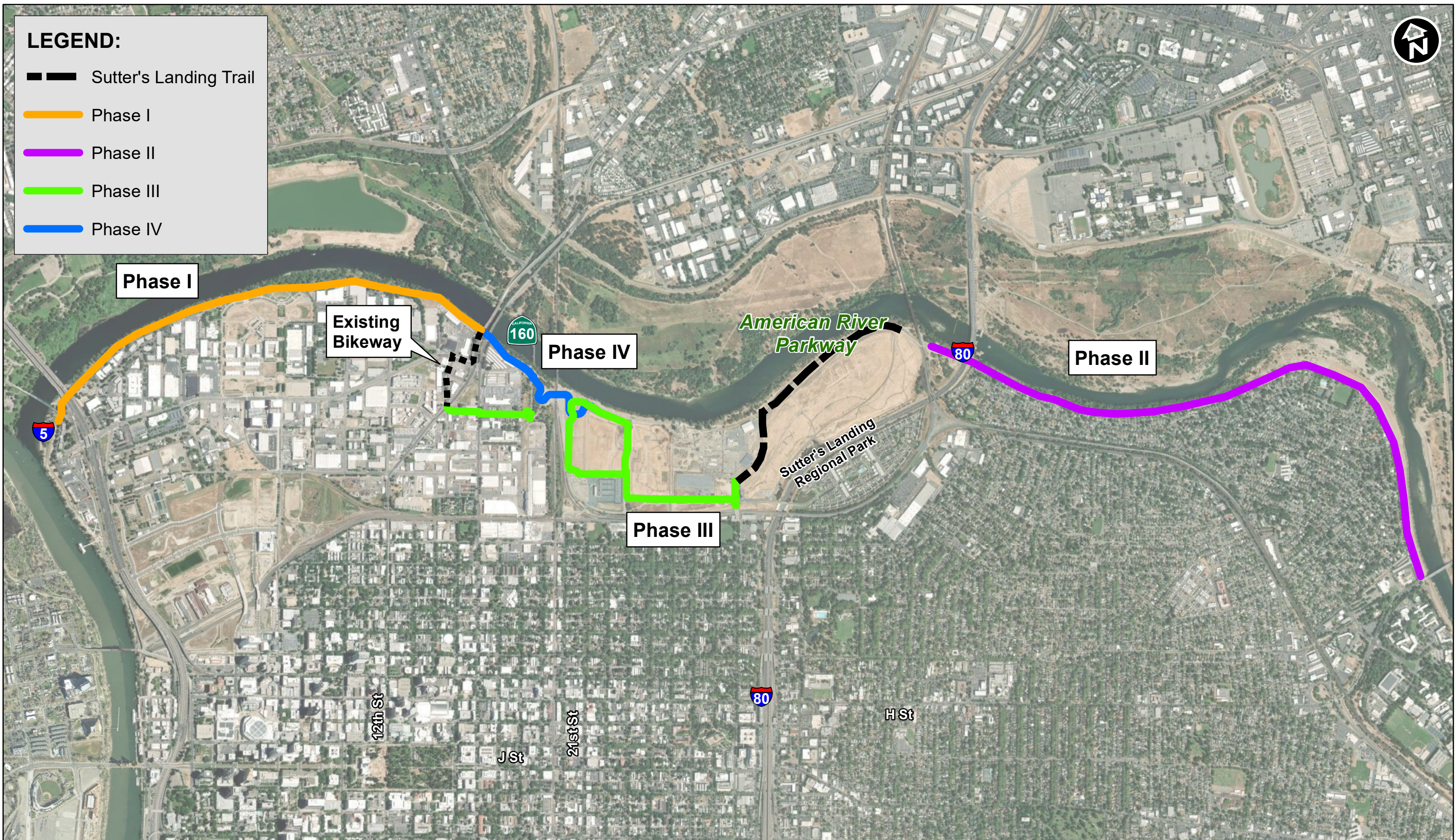


Figure 4
Two Rivers Trail Overview

0 800 1,600 2,400 3,200 4,000
Feet

City of Sacramento, Sacramento County, California



Figure 5
Two Rivers Trail Phase III Project
City of Sacramento, Sacramento County, California

0 270 540 810 1,080 1,350
Feet



LEGEND:

- Phase I
- Phase III
- Phase IV

Existing
Bikeway

Phase IV

American River Parkway

American River

Sacramento Northern Bikeway

UPRR Crossing

Vine St

Richards Blvd

Sunbeam Ave

Sproule Ave

Basler St

CALIFORNIA
160

0 150 300 450 600 750
Feet

Figure 6
Two Rivers Trail Phase IV Project
City of Sacramento, Sacramento County, California

Project Need

The Project is needed to provide a gap closure in the existing and planned trail system, improving access to retail, employment, and recreational amenities for users of all ages and abilities.

ES.3 Project Impacts and Mitigation Measures

ES.3.1 Summary of Project Impacts

The Project impacts are summarized in Table 1 (presented at the end of this summary). For potentially significant impacts, mitigation measures are identified, where feasible, to reduce the impact on environmental resources to a less-than-significant level. Refer to Chapter 3, Impact Analysis, for a detailed discussion of Project impacts and detailed descriptions of the mitigation measures.

ES.3.2 Significant and Unavoidable Impacts

State CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects of a project, including those that can be mitigated but not reduced to a level of insignificance. The impact analysis presented in Chapter 3, Impact Analysis, has identified that the Project would result in the following impacts that are new or substantially more severe than what was identified in the 2022 FEIR for the Two Rivers Trail Phase II Project.

- Impact AES-1: Adverse Effect on Scenic Vista or Scenic Quality
- Impact HAZ-2: 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

ES.4 Project Alternatives

The 2022 EIR examined the following four alternatives to the proposed Project:

- No Project
- Alternative 1: October 2018 Initial Study Alternative
- Alternative 2: Top of Levee Construction – Segments 4 through 6
- Alternative 3: Extended Top of Levee Segment Alternative
- Alternative 4: Align Trail outside of the American River Parkway

Each of these alternatives was dismissed upon approval of the 2022 EIR. The Subsequent Focused EIR does not include analyses of any new alternatives to the project but rather includes revised design features to the existing, approved alternative.

ES.5 How to Comment on this Draft EIR

The Draft Subsequent Focused EIR will be available for public review for a period of 45 days. Copies will be provided to public agencies for review and comment, posted in electronic format on the City's Community Development Department website (<http://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>), and available in printed format at the City's Community Development Department and public at the addresses below:

City of Sacramento Community Development Department
300 Richards Blvd., Third Floor
Sacramento, CA 95811

City of Sacramento Public Library
915 I Street
Sacramento, CA 95814

Please indicate "Two Rivers Trail Project EIR" in the subject line. For comments by agencies and organizations, please include the name of a contact person for your agency or organization. All comments received, including names and addresses, will become part of the official administrative record and may be available to the public.

Table 1. Summary of Impacts and Mitigation Measures for the Phase III and IV Project

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
Aesthetics			
Impact AES-1: Adverse Effect on Scenic Vista or Scenic Quality	Less than Significant – with Mitigation		AES-1: As required under Policy 7.22 of the American River Parkway Plan (ARPP), the undercrossing of SR-160 design will utilize appropriate colors, textures, and scale to blend into the setting and minimize potential contrast with the natural and recreational character of the Parkway. Design for the proposed bridge structure over UPRR will comply with Policy 7.25 of the ARPP: Development immediately adjacent to the Parkway shall respect the intent of the Parkway goals by reducing visual impacts through context sensitive site planning and building design. AES-2: The City shall comply with City Code section 12.56.040 by establishing a replacement plan for any City trees that must be removed. The City shall plant additional trees where feasible. The exact number of trees and locations shall be determined during final design. The tree removal and replacement plan is subject to approval by the City Council. Any trees that will be removed within County right of way or designated bounds of the American River Parkway shall comply with County Code chapter 19.12. County tree removal and replacement is subject to approval and coordination with the Director of Regional Parks
Impact AES-2: New Sources of Light and Glare	Less than Significant – with Mitigation		AES-2: The City shall comply with City Code section 12.56.040 by establishing a replacement plan for any City trees that must be removed. The City shall plant additional trees where feasible. The exact number of trees and locations shall be determined during final design. The tree removal and replacement plan is subject to approval by the City Council. Any trees that will be removed

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
			within County right of way or designated bounds of the American River Parkway shall comply with County Code chapter 19.12. County tree removal and replacement is subject to approval and coordination with the Director of Regional Parks AES-3: 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
Agricultural and Forestry	No impact	–	–
Air Quality			
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan	No new or substantially more severe impacts	–	–
Impact AQ-2: Violate any air quality standard or contribute substantially to an existing or projected air quality violation (Significant and Unavoidable)	No new or substantially more severe impacts	–	–
Impact AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)	No new or substantially more severe impacts	–	–
Impact AQ-4: Expose sensitive receptors to substantial pollutant concentrations	No new or substantially more severe impacts	Mitigation Measure AIR-1 Implement Construction-related Emission Control Practices:	–

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
		The City shall ensure that the construction contractor implements all basic construction emission control practices and requirements of SMAQMD Rule 403 during trail construction activities, including the following: • Water all exposed surfaces a minimum of two times daily and as-needed to control fugitive dust. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible track-out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour. • 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. • Maintain all equipment in proper working condition according to manufacturer's specifications. The	

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
		equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.	
Impact AQ-5: Create objectionable odors affecting a substantial number of people	No new or substantially more severe impacts	-	-
Biological Resources		-	-
Impact BIO-1: 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	Less than Significant with Mitigation	Mitigation Measure BIO-1: Conduct Environmental Awareness Training Regarding Special-status Species and Sensitive Habitats prior to Construction Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat Mitigation Measure BIO-3: Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention and Control Plan, and Associated Best Management Practices Mitigation Measure BIO-4: Return Temporarily Disturbed Areas to Pre-Project Conditions Mitigation Measure BIO-5: Avoid the Spread of Invasive Plant Species Mitigation Measure BIO-6: Compensate for Permanent Impacts to Riparian Habitat and Protected Trees Mitigation Measure BIO-7: Monitor During Ground Disturbance and Vegetation Removal	BRT-1: Every individual working on the Project must attend a biological awareness training session delivered by a biologist. This training program will include information regarding the sensitive habitats and an overview of special-status wildlife species that may be encountered within the work area. BRT -2: Prior to the start of construction activities, the Project limits adjacent to the American River and riparian corridor will be marked with flagging, staking, or high visibility fencing to ensure construction will not further encroach into adjacent sensitive resources. BRT -3: Best Management Practices will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g., oils, fuels): • Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants; • All erosion control measures, and storm water control measures will be properly incorporated and maintained; • All construction materials will be hauled off-site after completion of construction.

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
		Mitigation Measure BIO-8: Avoid Construction Activities within 165 feet of Elderberry Shrubs During Valley Elderberry Longhorn Beetle Flight Season	A chemical spill kit must be kept onsite and available for use in the event of a spill.
		Mitigation Measure BIO-9: Implement Dust Control Measure	BRT 4: Secondary containment consisting of plastic sheeting or other impermeable material will be used during refueling to prevent petroleum products or other potentially harmful chemicals from contaminating the soil or directly or indirectly entering the American River and associated riparian corridor. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).
		Mitigation Measure BIO-10: Prohibit Use of Herbicides and Mowing near Elderberry Shrubs	
		Mitigation Measure BIO-11: Compensate for the Permanent Removal and Temporary Disturbance of Valley Elderberry Longhorn Beetle Habitat	
		Mitigation Measure BIO-12: Transplant Elderberry Shrubs	BRT-5: Prior to construction, during the breeding season or non-breeding season, surveys for burrowing owl must be conducted by a biologist in accordance with the 2012 CDFW Staff Report on Burrowing Owl Mitigation (or more recent guidance). Surveys must follow CDFW guidance based on timing of survey efforts (breeding season vs. non-breeding season). If burrowing owl is not detected, no further measures will be required.
		Mitigation Measure BIO-13: Provide Escape Ramps or Cover Open Trenches	
		Mitigation Measure BIO-14: Conduct Preconstruction Surveys	
		Mitigation Measure BIO-15: Avoid Loss of Swainson's Hawk Nests Mitigation Measure BIO-16: Obtain Preliminary Jurisdictional Determination and Compensate for Impacts to Waters of the U.S. and State	BRT-6: If burrowing owls are detected within 500 feet of the Project area, a 250-foot construction buffer zone will be established and maintained around any occupied burrowing owl burrow. A biologist will monitor the site periodically to ensure that buffers are enforced, and owls are not disturbed. The Project biologist will also train/inform construction personnel on avoidance procedures, buffer zones, and protocols in the event that a burrowing owl flies into an active construction zone. Occupied burrows must not be disturbed until a Project biologist verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
			are capable of independent survival. The Project biologist and City will coordinate with CDFW regarding the potential need for burrowing owl mitigation prior to the collapse of presumed unoccupied burrows. BRT -7: Work within or near the American River will be scheduled during periods of low water levels or within designated in-water work windows as determined through consultation with the National Marine Fisheries Service. Alternatively, if water is present within the work area, a dewatering system, or containment system will be implemented prior to commencing work to prevent silt, dust, equipment and other deleterious materials from entering the water. BRT -8: The Project biologist will complete a clearance survey for northwestern pond turtle immediately prior to initiating work near the American River for the SR-160 undercrossing, as well as initiating clearing/grubbing in the riparian corridor. If a northwestern pond turtle is encountered during construction activities, construction activities will be suspended in a 100-foot radius of the animal until the animal leaves the Project site on its own volition. If necessary, the Project biologist will notify the Wildlife Agencies to determine the appropriate procedures related to relocation. Any worker who inadvertently injures or kills a northwestern pond turtle or who finds one dead, injured, or entrapped must immediately report the incident to the Project biologist. BRT -9: If vegetation removal or ground disturbance is planned to occur during the nesting season (February 1st – August 31st), the Project biologist will conduct a pre-construction nesting bird survey within 5 days prior to vegetation removal or ground disturbance. Within 2 weeks of

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
			the nesting bird survey, all vegetation cleared by the Project biologist will be removed from the Project site. BRT -10: During the spring/summer season prior to construction the Project biologist must conduct Swainson's hawk protocol level surveys within the Project area plus a ½ mile buffer in accordance with CDFW's guide for Swainson's Hawk Technical Advisory Committee. Pre-construction surveys will determine if active nests are present within the Project area or within 0.25 mile of Project activities. If an active nest is discovered within the survey area the Project biologist will determine the appropriate avoidance strategies (e.g., monitoring, no-work buffers, work windows, temporary sound/noise barriers, etc.) to avoid take of the nest and will coordinate with CDFW as needed. BRT -11: In order to avoid and minimize adverse effects to VELB, removal of elderberry shrubs will occur between November and February. BRT -13: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may excessive vegetation, debris, or mud that may contain invasive plants and/or seeds will be cleaned to reduce the spreading of noxious weeds. BRT -14: All food-related trash must be disposed of in closed containers and removed to an offsite location. Construction personnel must not feed or otherwise attract wildlife to the Project area.

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
			BRT -15: The contractor will not apply rodenticide, insecticide, or herbicide within the Project area during construction. BRT -16: If any wildlife is encountered during the course of construction, said wildlife will be allowed to leave the construction area unharmed. BRT -17: The use of plastic or synthetic monofilament netting is prohibited. All erosion control materials will be comprised of natural fibers.
Impact BIO-2: 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	No new or substantially more severe impacts	Mitigation Measure BIO-1: Conduct Environmental Awareness Training Regarding Special-status Species and Sensitive Habitats prior to Construction Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat Mitigation Measure BIO-3: Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention and Control Plan, and Associated Best Management Practices Mitigation Measure BIO-4: Return Temporarily Disturbed Areas to Pre-Project Conditions	
Impact BIO-3: 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	Less than significant with Mitigation	Mitigation Measure BIO-1: Conduct Environmental Awareness Training Regarding Special-status Species and Sensitive Habitats prior to Construction Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat	

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
		Mitigation Measure BIO-3: Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention and Control Plan, and Associated Best Management Practices Mitigation Measure BIO-4: Return Temporarily Disturbed Areas to Pre-Project Conditions Mitigation Measure BIO-16: Obtain Preliminary Jurisdictional Determination and Compensate for Impacts to Waters of the U.S. and State	
Impact BIO-4: Potential to impact protected trees	Less than significant with Mitigation	Mitigation Measure BIO-1: Conduct Environmental Awareness Training Regarding Special-status Species and Sensitive Habitats prior to Construction Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat Mitigation Measure BIO-3: Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention and Control Plan, and Associated Best Management Practices Mitigation Measure BIO-4: Return Temporarily Disturbed Areas to Pre-Project Conditions Mitigation Measure BIO-5: Avoid the Spread of Invasive Plant Species Mitigation Measure BIO-6: Compensate for Permanent Impacts to Riparian Habitat and Protected Trees	

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
		Mitigation Measure BIO-7: Monitor During Ground Disturbance and Vegetation Removal	
Cultural and Tribal Resources			
Impact CTR-1: Damage to or Destruction of Built Environment Historic Properties	No new or substantially more severe impacts.	-	-
Impact CTR-2: Potential Damage to or Destruction of Previously Undiscovered Archaeological Sites or Tribal Cultural Resources	No new or substantially more severe impacts	Mitigation Measure CTR-1: Conduct Cultural Resources and Tribal Cultural Resources Sensitivity and Awareness Training Program Prior to Ground-Disturbing Activities Mitigation Measure CTR-2: Implement Avoidance, Minimization, and Preservation Measures Should Cultural or Tribal Cultural Resources Be Discovered During Construction	Mitigation Measure CTR-4: A Tribal Monitoring Area shall be developed in coordination with the United Auburn Indian Community (UAIC). If desired, the UAIC may provide a Tribal monitor (at their cost) to be present during all Project activities that will disturb the ground surface within the designated monitoring area. The level of monitoring may be adjusted at the discretion of the UAIC, based on observed soil conditions. If monitoring is desired, the UAIC or the Project archaeologist shall also provide Tribal Cultural Awareness Training to all Project personnel working within the monitoring area.
Impact CTR-3: Potential Damage to or Destruction of Human Remains During Construction	No new or substantially more severe impacts	Mitigation Measure CTR-3: Implement Post Discovery Procedures in the Event of the Inadvertent Discovery of Human Remains	-

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
Geology and Soils			
Impact GEO-1: Cause Adverse Effects Related to Earthquake Fault Rupture, Seismic Ground Shaking, Seismic-Related Ground Failure (including landslide, subsidence, or liquefaction, or Be Located On Expansive Soils)	No new or substantially more severe impacts	Mitigation Measure GEO-1: Perform Final Geotechnical Investigation and Implement Report Recommendations	–
Greenhouse Gases			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	No new or substantially more severe impacts	–	–
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	No new or substantially more severe impacts	–	–
Hazards and Hazardous Materials			
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than Significant with Mitigation	Mitigation Measure BIO-3: Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention and Control Plan, and Associated Best Management Practices	HAZ-3: Perform a preliminary investigation and screening for potential levels of petroleum hydrocarbon contamination, grease, and oils in the surface and near-surface soils along the project area(s) within 50 feet of the existing railroad alignment, and perform testing for Title 22 metals and creosote along with contaminated groundwater up to 80 feet. The investigation should include a remediation plan for handling and / or removal and disposal of contaminated soils and groundwater, if encountered.

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
Impact HAZ-2: 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	Less than Significant with Mitigation	Mitigation Measure HAZ-1: Prepare a Worker Health and Safety Plan and Implement Appropriate Measures to Minimize Potential Exposure of the Public to Hazardous Materials Mitigation Measure HAZ-2: Obtain Site Closure and Follow Post-Closure Requirements for Past Disposal Sites	HAZ-3: Perform a preliminary investigation and screening for potential levels of petroleum hydrocarbon contamination, grease, and oils in the surface and near-surface soils along the project area(s) within 50 feet of the existing railroad alignment, and perform testing for Title 22 metals and creosote along with contaminated groundwater up to 80 feet. The investigation should include a remediation plan for handling and / or removal and disposal of contaminated soils and groundwater, if encountered. HAZ-4: Prior to construction of the pedestrian overcrossing in Phase IV, a site-specific Groundwater Monitoring and Management Plan (GMMP) shall be prepared and implemented to monitor and manage groundwater encountered during construction. The plan shall include measures for containment, treatment, disposal, and reporting in compliance with Regional Water Quality Control Board and Title 22 requirements. HAZ-5: Prior to construction of the pedestrian overcrossing in Phase IV and prior to subsurface construction, the contractor shall prepare and implement a Health and Safety Plan (HASP) in accordance with 8 CCR §5192. The HASP shall include procedures for handling contaminated groundwater, PPE requirements, and emergency response protocols. HAZ-6: Prior to construction of the pedestrian overcrossing in Phase IV, the City shall coordinate with the RWQCB and any other relevant agencies to obtain necessary permits

			and approvals for construction within a landfill and potential groundwater impact zone. Documentation of coordination and compliance shall be provided to the City.
New: Impact HAZ-3: Accidental Release of Hazardous Materials Associated with Contaminated Groundwater Encountered During Construction	Less than Significant with Mitigation	–	
Hydrology and Water Quality			
Impact HWQ-1: Violate Water Quality Standards or Waste Discharge Standards, Degrade Surface Water Quality, Conflict With Implementation of a Water Quality Control Plan, or Release Pollutants During Flooding	No new or substantially more severe impacts	Mitigation Measure BIO-3: Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention and Control Plan, and Associated Best Management Practices.	BRT-1: Every individual working on the Project must attend a biological awareness training session delivered by a biologist. This training program will include information regarding the sensitive habitats and an overview of special-status wildlife species that may be encountered within the work area. BRT -2: Prior to the start of construction activities, the Project limits adjacent to the American River and riparian corridor will be marked with flagging, staking, or high visibility fencing to ensure construction will not further encroach into adjacent sensitive resources. BRT -3: Best Management Practices will be incorporated into Project design and Project management to minimize impacts on the environment including erosion and the release of pollutants (e.g., oils, fuels): • Equipment used in and around jurisdictional waters must be in good working order and free of dripping or leaking contaminants; • All erosion control measures, and storm water control measures will be properly incorporated and maintained; • All construction materials will be hauled off-site after completion of construction.

			A chemical spill kit must be kept onsite and available for use in the event of a spill. BRT 4: Secondary containment consisting of plastic sheeting or other impermeable material will be used during refueling to prevent petroleum products or other potentially harmful chemicals from contaminating the soil or directly or indirectly entering the American River and associated riparian corridor. Secondary containment must have a raised edge (e.g. sheeting wrapped around wattles).
Impact HWQ-2: Result in Erosion or Flood Impacts	No new or substantially more severe impacts	–	–
Land Use and Planning			
Impact LUP-1: Conflict with Land Use Plans: American River Parkway Plan	No impact	–	–
Mineral Resources			
Noise			
Impact NOS-1: Cause A Temporary or Permanent Increase in Ambient Noise Levels In Excess Of Applicable Standards	No new or substantially more severe impacts	–	–
Impact NOS-2: Generate Excessive Groundborne Vibration or Groundborne Noise Levels	No new or substantially more severe impacts	–	–
Population and Housing			
	No impact	–	–

Impact	Level of Significance for Phase III and IV Project	Applicable Mitigation Measures from Phase II 2022 FEIR	New Phase III and IV Mitigation Measures
Public Services			
Impact PSR-1: Public Services: Fire Protection and Emergency Medical Service	No new or substantially more severe impacts	–	–
Impact PSR-2: Public Services: Police Protection	No new or substantially more severe impacts	–	–
Recreation			
Impact PSR-3: Recreation: Cause Deterioration of Existing Facilities	No new or substantially more severe impacts	–	–
Transportation and Traffic			
Impact TRC-1: Conflict with Plans or Standards: Congestion and Transit Operations	No new or substantially more severe impacts	–	–
Impact TRC-2: Conflict with Plans or Standards: Pedestrian and Bicycle Circulation	No new or substantially more severe impacts	–	–
Utilities and Service Systems			
Wildfire			
	No impact	–	–