4.16 RECREATION RESOURCES

This section characterizes existing parks and recreation facilities in the project study area and describes the extent to which these facilities would be affected by implementation of the proposed project.

4.16.1 REGULATORY SETTING

FEDERAL

No Federal plans, policies, regulations, or laws related to recreation resources apply to the proposed project.

STATE

No State plans, policies, regulations, or laws related to recreation resources apply to the proposed project.

REGIONAL AND LOCAL

American River Parkway Plan

Project-related activities along the American River Levee would occur within and adjacent to the American River Parkway. The *American River Parkway Plan 2008* was adopted in 2009 by the Sacramento County Board of Supervisors, the Sacramento City Council, and the California Legislature.

The following policy from the *American River Parkway Plan (2008)* regarding recreation resources applies to the proposed project.

► Policy 1.2: Recreation. The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas where natural ecosystems are still relatively undisturbed. (Applies to the analysis of project-related impacts.)

Sacramento River Parkway Plan

The Sacramento River East Levee is located within the Sacramento River Parkway. The *Sacramento River Parkway Plan (1997)* was adopted by the City of Sacramento on October 21, 1997. The Sacramento River Parkway Plan is a 20-year policy guide for habitat preservation and restoration and recreational development for lands adjacent to the Sacramento River in South Natomas, Downtown Sacramento, Land Park, the Pocket area, and Freeport. The Sacramento River Parkway is envisioned as a major recreational and public access resource, linking the American River Parkway with the Sacramento River Parkway.

The following policies from the *Sacramento River Parkway Plan (1997)* regarding recreation resources apply to the proposed project.

► Policy G5: The Parkway is primarily a recreational, open space, educational, and water-oriented resource. (Applies to the analysis of project-related impacts.)
Policy R4: All recreational development including trails, signs, structures, and fences shall be constructed to prevent erosion, protect the structural integrity of the levee, and blend harmoniously with the surrounding landscape. (Applies to the analysis of project-related impacts.)

2010 Sacramento City/County Bikeway Master Plan

The 2010 Sacramento City/County Bikeway Master Plan (Bikeway Plan) (City of Sacramento 2011) was adopted in 1993 by the County and in 1995 by the City and was last updated in March 2011. The Bikeway Plan accounts for all of Sacramento County, consisting of approximately 997 square miles and approximately 3,887 miles of public roads. The Bikeway Plan is an effort to coordinate and develop a bikeway system that will serve the recreational and transportation needs of the public. The following objectives are identified in the Bikeway Plan.

Coordination Objective: Develop and maintain a coordinated approach by the City/County and other agencies to implement the plan as funding becomes available or as development occurs.

Safety and Security Objective: Achieve the highest possible level of safety and security for cyclists.

Design Objective: Provide adequate design consideration for bicycle facilities in all development plans and programs.

Maintenance Objective: Develop a comprehensive bikeway maintenance program.

Aesthetics Objective: Develop a bikeway system which incorporates aesthetics and historical characteristics of the Sacramento area.

According to the Bikeway Plan, bikeways are planned along all major arterial and collectors in the North Sacramento Streams Levee Improvements area, Sacramento River East Levee Improvements area, and American River and Beach Lake Levees High-Hazard Levee Encroachment and Vegetation Removal areas.

City of Sacramento Parks and Recreation Master Plan 2005–2010

The City Parks and Recreation Department prepared the City of Sacramento Parks and Recreation Master Plan 2005-2010 Technical Update, which was adopted by the City Council on December 7, 2004, and was last updated on April 21, 2009. The following policies from the Parks and Recreation Master Plan regarding recreation resources apply to the proposed project.

Policy 10.1: Enhance, restore, and protect existing natural resources including rivers, lakes/ponds, creeks, native vegetation, wildlife corridors, and sensitive habitats; ensure compatible park and recreation uses adjacent to natural resources. (Applies to the analysis of project-related impacts.)

Policy 10.8: Participate in partnerships for the planning, protection, development, and enhancement of the American River, Sacramento River, and other water corridors and open space areas. (Applies to the analysis of project-related impacts.)

Policy 11.5: Support development of integrated management approaches and plans for water corridors that meet multiple goals such as natural resource protection, sustainability, security, flood control, and maintenance. (Applies to the analysis of project-related impacts.)
- **Policy 12.11:** Develop parks, trails, and other recreational amenities in a manner that is consistent with flood protection goals. (Applies to the analysis of project-related impacts.)

- **Policy 18.6:** Ensure trails on levees are consistent with flood protection goals. (Applies to the analysis of project-related impacts.)

**Sacramento County General Plan**

No Sacramento County General Plan policies related to recreation resources apply to the proposed project.

**Sutter County General Plan**

No Sutter County General Plan policies related to recreation resources apply to the proposed project.

**City of Sacramento 2030 General Plan**

No City of Sacramento General Plan policies related to recreation resources apply to the proposed project.

### 4.16.2 ENVIRONMENTAL SETTING

**NORTH SACRAMENTO STREAMS LEVEE IMPROVEMENTS**

The following discussion describes recreational facilities within and in the vicinity of the North Sacramento Streams Levee Improvements, including the Ueda Parkway, bicycle facilities, and public parks and recreation facilities in the City of Sacramento and Sacramento County.

Riparian plantings associated with the Conservation Strategy are proposed on the Novak parcel and Riego North site. There are no parks or recreational facilities within or in the vicinity of the Novak parcel and Riego North site; therefore, the following discussion does not address these sites.

**Ueda Parkway**

The Ueda Parkway is located immediately adjacent to Borrow Site 1, and is also located on the levee crowns along Natomas East Main Drainage Canal (NEMDC)/Steelhead Creek. The Ueda Parkway is a regional trail system that offers both recreation and commuter opportunities. The Ueda Parkway’s purpose is to integrate a recreation trail within creek corridors in the northern area of Sacramento (including connections to the Dry Creek Parkway), thereby providing connections to the American River Parkway and linking downtown Sacramento, Natomas, and established neighborhoods in the region north of the American River (City of Sacramento Department of Parks and Recreation 2011).

Currently, the Ueda Parkway consists of approximately 4 miles of paved trail from Main Avenue to the West El Camino Bridge on the levee crown. At buildout, the parkway will consist of approximately 12.5 miles of paved recreation trails that are mostly on the crown of levees and offers access to the natural habitat of NEMDC/Steelhead Creek, Arcade Creek, Dry Creek, and Robla Creek. The parkway also has an approximately 3.5-mile unpaved multi-use trail in the Hansen Ranch area, which is a natural setting that includes wetlands and oak woodlands associated with Dry Creek and Robla Creek. (City of Sacramento Department of Parks and Recreation 2011.)
Bicycle Facilities

The Sacramento Northern Bike Trail crosses over Arcade Creek within Reach ACN B and Reach ACS B, just west of Rio Linda Boulevard, and immediately adjacent to the eastern side of Borrow Site 3 (which is also proposed as Robla Creek Site A as part of the Conservation Strategy). The Sacramento Northern Bike Trail is a Class I bike trail (i.e., paths that provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized) that connects the northern parts of Sacramento County to downtown Sacramento via the American River Bike Trail. The southern terminus of the Sacramento Northern Bike Trail is located at the point where the American River Bike Trail crosses Del Paso Boulevard.

In addition to the Ueda Parkway bike path and Sacramento Northern Bike Trail mentioned above, designated Class II (on-street) bicycle facilities (i.e., lanes within a street or roadway designed for the one-way use of bicycles) that currently exist in the vicinity of Arcade Creek are located along Arcade Boulevard east of Rio Linda Boulevard, and along Marysville Boulevard north of Arcade Boulevard. A Class I (off-street) bicycle trail exists south of Hagginwood Park and adjacent to ACN C. (See Exhibit 4.17-2 in Section 4.17, “Transportation and Traffic.”)

City of Sacramento Parks and Recreation Facilities

A number of public parks are located in the North Sacramento Streams Levee Improvements area. Table 4.16-1 lists public parks located in, and in the vicinity of, the North Sacramento Streams Levee Improvements area; Exhibit 4.16-1 shows the locations of these parks.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gateway Park</td>
<td>3250 Norwood Avenue</td>
<td>3.9-acre park with group picnic areas</td>
</tr>
<tr>
<td></td>
<td>Adjacent to Reach ACN B and east of Norwood</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avenue</td>
<td></td>
</tr>
<tr>
<td>Hagginwood Park</td>
<td>3271 Marysville Boulevard</td>
<td>15.5-acre park with picnic areas, softball fields, soccer</td>
</tr>
<tr>
<td></td>
<td>Adjacent to Reach ACN C and west of Marysville</td>
<td>fields, basketball courts, playgrounds, and a community</td>
</tr>
<tr>
<td></td>
<td>Boulevard</td>
<td>center</td>
</tr>
<tr>
<td>Johnston Park</td>
<td>231 Eleanor Avenue</td>
<td>26.9-acre park with picnic areas, baseball fields, soccer</td>
</tr>
<tr>
<td></td>
<td>South of Reach ACS A and north of the</td>
<td>fields, basketball courts, playgrounds, a swimming pool,</td>
</tr>
<tr>
<td></td>
<td>Pacific Gas and Electric Company’s North</td>
<td>and community center</td>
</tr>
<tr>
<td></td>
<td>Sacramento Gas Underground Storage Facility</td>
<td></td>
</tr>
<tr>
<td></td>
<td>staging area</td>
<td></td>
</tr>
<tr>
<td>Nuevo Park</td>
<td>510 Hayes Avenue</td>
<td>6.3-acre park with picnic areas and playgrounds</td>
</tr>
<tr>
<td></td>
<td>North of ACN B and east of Norwood Avenue</td>
<td></td>
</tr>
<tr>
<td>Redwood Park</td>
<td>2415 Western Avenue</td>
<td>3.1-acre park with a softball field</td>
</tr>
<tr>
<td></td>
<td>South of Reach NEMDC A</td>
<td></td>
</tr>
<tr>
<td>Richardson Village Park</td>
<td>2995 Altos Avenue</td>
<td>8.9-acre park with one soccer field and playgrounds</td>
</tr>
<tr>
<td></td>
<td>North of Reach ACS B</td>
<td></td>
</tr>
</tbody>
</table>

Sources: City of Sacramento Department of Parks and Recreation 2009a, 2011
Exhibit 4.16-1. City of Sacramento Parks and Recreation Facilities in or Near the Natomas East Main Drainage Canal/Steelhead Creek and Arcade Creek Levees
SACRAMENTO RIVER EAST LEVEE IMPROVEMENTS

The following discussion describes recreational facilities within and in the vicinity of the Sacramento River East Levee Improvements area, including the Sacramento River Parkway, bicycle facilities, and public parks and recreation facilities in the City of Sacramento, and within and in the vicinity of the site north of the Stone Lakes National Wildlife Refuge (Stone Lakes NWR) that is proposed for riparian planting as part of the Conservation Strategy.

Sacramento River Parkway

In the Sacramento River East Levee Improvements area, the Sacramento River Parkway runs along the entire length of the Sacramento River East Levee where improvements are proposed, and developed potions of the parkway accommodate pedestrians and bicyclists, and provide access to the Sacramento River. Officially designated segments of the Sacramento River Parkway bike path have been constructed along the Sacramento River East Levee. Even where trail segments have not been officially designated or constructed, some portions of the levee crown, where access is available, are used as a pedestrian/bicycle path in the Sacramento River East Levee Improvements area.

The Sacramento River Parkway currently has gaps in various segments: South Natomas (south of Garden Highway), Old Sacramento (I Street to Capitol Mall), Broadway to Miller Park, the Little Pocket, Greenhaven/Middle Pocket, and a connection from the City’s southern tip to Freeport Boulevard. In these areas, the underlying fee ownership of the levee belongs to the property owner and the State holds a flood control easement over the levee and extending 10 feet from the landside toe for levee operation and maintenance. In such areas, there are several fences running across the levee with locked gates that hamper access. (City of Sacramento 2014.)

The Sacramento River Parkway provides access to Miller Park in Reaches 6 and 7, Chicory Bend Park in Reach 12, Seymour Park (i.e., the Ellsworth C. Zacharias Park) in Reach 15, Garcia Bend Park in Reaches 25 and 26, and Shore Park in Reach 27. A detailed description of these parks is provided in Table 4.16-2, below.

Bicycle Facilities

The approximately 4.8-mile Pocket Canal Parkway bike trail is a Class I (off-street) trail that begins at the southern end of Pocket Road. The bike trail travels north and adjacent to the Pocket Canal where it intersects with Seymour Park (i.e., the Ellsworth C. Zacharias Park) at Princeville Circle.

In addition to the Sacramento River Parkway bike path and Pocket Canal Parkway bike trail mentioned above, designated Class II (on-street) and Class III (on-street) (i.e., on street rights-of-way recommended for bicycle travel that also provides for shared-use with motor vehicles or pedestrian traffic) bicycle facilities currently exist throughout the Little Pocket and Pocket residential areas. (See Exhibit 4.17-4 in Section 4.17, “Transportation and Traffic.”)

Excursion Train

The California Department of Parks and Recreation operates the Sacramento Southern Railroad Excursion Train. The train departs from the Central Pacific Railroad Freight Depot in Old Sacramento (Front Street, between J and K Streets) and travels about 3 miles along the Sacramento River East Levee crown, within the Sacramento River East Levee Improvements area, to a turnaround location at Land Park where it then returns to the freight depot.
Table 4.16-2. Parks and Recreation Facilities in or Near the Sacramento River East Levee Improvements

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bahnfleth Park 959 Seamas Avenue</td>
<td>North of Sacramento River East Levee Reach 13</td>
<td>6.2-acre park with two picnic areas and one soccer field</td>
</tr>
<tr>
<td>Charter Pointe Park 610 Cutting Way</td>
<td>Approximately 0.3 mile north of Sacramento River East Levee Reach 23</td>
<td>4.9-acre park with picnic areas and a playground and connects to the Pocket Canal Parkway</td>
</tr>
<tr>
<td>Chicory Bend Park 797 Seamas Avenue</td>
<td>Adjacent to the Sacramento River Parkway in Reach 12</td>
<td>10.5-acre nature area; there are no facilities or other amenities</td>
</tr>
<tr>
<td>Garcia Bend Park 7654 Pocket Road</td>
<td>Adjacent to the Sacramento River East Levee and Sacramento River Parkway in Reaches 25 and 26</td>
<td>18.9-acre park with a boat launch, four group picnic areas, three soccer fields, tennis courts, and playgrounds</td>
</tr>
<tr>
<td>Marriott Park 1235 Grand River Drive</td>
<td>Approximately 1 mile east of Sacramento River East Levee Reach 27</td>
<td>8.2-acre park with two group picnic areas and a playground</td>
</tr>
<tr>
<td>Miller Regional Park 2710 Ramp Way</td>
<td>Adjacent to the Sacramento River East Levee and Sacramento River Parkway in Reaches 6 and 7</td>
<td>40.3-acre park with group picnic areas and provides access to the Sacramento River</td>
</tr>
<tr>
<td>North Point Way River Access</td>
<td>Adjacent to the Sacramento River East Levee and Sacramento River Parkway in Reach 17 at North Point Way</td>
<td>1.2-acre park that provides access to the Sacramento River; there are no facilities or other amenities</td>
</tr>
<tr>
<td>Renfree Park 54 Cache River Circle</td>
<td>Approximately 0.5 mile north of Sacramento River East Levee Reach 22</td>
<td>6.9-acre park with two soccer fields, picnic areas, and a playground</td>
</tr>
<tr>
<td>Sacramento Marina 2710 Ramp Way</td>
<td>Behind Miller Regional Park</td>
<td>475-boat slip marina with a fuel dock and store</td>
</tr>
<tr>
<td>Seymour Park (i.e., the Ellsworth C. Zacharias Park) 845 Florin Road</td>
<td>Adjacent to the Sacramento River East Levee and Sacramento River Parkway in Reach 15</td>
<td>57.5-acre greenbelt park with lighted pathways and playground equipment; the park extends from Clipper Way and Riverside Boulevard south to Princeville Circle, Connects to the Pocket Canal Parkway.</td>
</tr>
<tr>
<td>Shore Park 7996 Pocket Road</td>
<td>Adjacent to the Sacramento River Parkway in Reach 27</td>
<td>2.5-acre park with one picnic area and provides access to the Sacramento River Parkway and Sacramento River</td>
</tr>
</tbody>
</table>

Note: 1 All or a portion of the City park is proposed to be used as a staging area.

Source: City of Sacramento Department of Parks and Recreation 2009b

The Excursion Train runs Saturdays and Sundays from April through September, the Spookomotive Train runs throughout October, the Veteran’s Day Train runs in November, and the Polar Express Train runs throughout December. The excursion train operates 53 days annually, with a total of 534 round trips, and attracts nearly 80,000 riders. (California State Railroad Museum 2014.)

City of Sacramento Parks and Recreation Facilities

A number of public parks are located in the Sacramento River East Levee Improvements area. Table 4.16-2 lists public parks located in, and in the vicinity of, the Sacramento River East Levee Improvements area; Exhibit 4.16-2 shows the locations of these parks.
Exhibit 4.16-2. City of Sacramento Parks and Recreation Facilities in or Near the Sacramento River East Levee

Source: City of Sacramento 2014, adapted by AECOM in 2014
Stone Lakes National Wildlife Refuge

Conservation Strategy activities would take place at a site north of the Stone Lakes NWR (accessed by Elk Grove Boulevard). The Stone Lakes NWR is located in southern Sacramento County, west of the City of Elk Grove. It lies within the Morrison Creek, Cosumnes River, and Mokelumne River watersheds as well as the San Joaquin-Sacramento Delta. Recreational activities in the Stone Lakes NWR include wildlife viewing, birding, self-guided hiking, horseback riding, waterfowl hunting, environmental education, canoeing, kayaking, and waterskiing. None of the recreational facilities in the Stone Lakes NWR are located in the vicinity of the riparian planting site. (U.S. Fish and Wildlife Service 2006.)

AMERICAN RIVER AND BEACH LAKE LEVEES HIGH-HAZARD LEVEE ENCROACHMENT AND VEGETATION REMOVAL

American River

Encroachment removal and vegetation management activities along the American River would occur mostly within the American River Parkway, from the confluence with the Sacramento River eastward to the eastern project boundary (i.e., Jeffrey Lane, on the north side of the American River across from River Bend Park). This portion of the American River Parkway consists of Discovery Park, the Woodlake site, and River Bend Park. The American River Bike Trail, which accommodates pedestrians, equestrians, and bicyclists, is located along the levee crown. (See Exhibit 4.17-5 in Section 4.17, “Transportation and Traffic.”)

An approximately 7-acre portion of the approximately 270-acre Woodlake site in the American River Parkway would provide opportunities for riparian woodland planting as part of the Conservation Strategy. The Woodlake site is located on the north side of the American River between State Route 160 and the Union Pacific Railroad tracks. The site has minimal developed recreation facilities in comparison to other areas in the parkway. There are two public access points, one at the eastern end with paved parking off of Northgate Boulevard and the other centrally located and without parking off of Expo Parkway. A paved bicycle trail and an equestrian/hiking trail traverse the site. (Sacramento County 2008:157.)

An approximately 7-acre portion of the Camp Pollock site would provide opportunities for riparian woodland planting as part of the Conservation Strategy. The Camp Pollock site is located on the north side of the American River immediately west of Northgate Boulevard. Camp Pollock offers group campsites, and has a lodge (event hall) and developed group picnic area. (Sacramento Valley Conservancy 2015).

Beach Lake

Encroachment removal and vegetation management would take place along the Beach Lake Levee (near Morrison Creek). The Beach Lake Levee flows through the Sacramento Regional County Sanitation District (SRCSD) Bufferlands along the north and west sides of the SRCSD wastewater treatment plant. The Bufferlands contain more than 2,700 acres that form an island of open space between south Sacramento and the City of Elk Grove, between Interstate 5 and Franklin Boulevard. There are no recreational facilities within or in the vicinity of the Beach Lake Levee.

Conservation Strategy activities would take place at Upper Beach Lake (accessed by Beach Lake Road). Upper Beach Lake is a portion of the Upper Beach Lake Wetlands Preserve, which is also part of the SRCSD.
Bufferlands. The preserve consists of approximately 650 acres of restored open space and wildlife habitat. There are no recreational facilities within or in the vicinity of the Upper Beach Lake site.

**NATOMAS EAST MAIN DRAINAGE CANAL/STEELHEAD CREEK CORRIDOR MANAGEMENT PLAN**

The vegetation and floodway management, habitat enhancement, and conservation actions that would be undertaken as part of the NEMDC/Steelhead Creek CMP extends upstream from the NEMDC/Steelhead Creek’s confluence with the American River Parkway to Sankey Road. It encompasses the NEMDC/Steelhead Creek confluence with Dry Creek at the D-15 pump plant, and extends eastward to the Rio Linda Boulevard Bridge crossings over Dry and Robla Creeks and to Hagginwood Park on Arcade Creek.

The Dry Creek Restoration Project, proposed as part of the NEMDC/Steelhead Creek CMP, would take place near the Dry Creek Parkway. The Dry Creek Parkway is comprised of approximately 6 miles of open space and riparian corridor starting at the Sacramento/Placer County line and extending southwesterly along the two forks of Dry Creek to the Sacramento City limits at Ascot Lane. The boundary of the parkway encompasses the area about 175 feet beyond of the normal top of bank for the Dry Creek channel. The Sacramento Northern Bike Trail passes through the western end of the Dry Creek Parkway, east of Rio Linda Boulevard. (Sacramento County 2003:3.)

**4.16.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

**METHODOLOGY**

Effects to recreation resources throughout the project study area were evaluated by identifying existing parks and recreation facilities and determining the duration and extent to which these facilities would be affected by implementation of the proposed project. Evaluation of potential recreation impacts was based on a review of documents pertaining to the proposed project, including:

- *American River Parkway Plan 2008* (Sacramento County 2008),
- *Sacramento River Parkway Plan* (City of Sacramento 1997),
- *2010 Sacramento City/County Bikeway Master Plan* (City of Sacramento 2011),
- *City of Sacramento Parks and Recreation Master Plan 2005-2010 Technical Update* (City of Sacramento 2009), and
- field review and consultation with appropriate agencies.

**SIGNIFICANCE CRITERIA**

The thresholds for determining the significance of impacts for this analysis are based on the environmental checklist in Appendix G of the State CEQA Guidelines, as amended. The proposed project would have a significant impact on recreation if implementation of the proposed project would:

- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

The following additional criteria were used to evaluate the significance of construction- and operation-related impacts. Construction-related impacts on recreation were considered significant if construction activities would:

- substantially restrict or reduce the availability, access, or quality of existing recreational opportunities in the project study area; or

- implement activities related to the placement of proposed project facilities that would cause a substantial long-term disruption of any institutionally recognized recreational activities.

**Issues Not Discussed Further in this EIR**

*Increase the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such that Substantial Physical Deterioration of the Facility Would Occur or be Accelerated*—The proposed project does not involve any new housing that would generate new residents who would increase the use of existing recreational facilities. Therefore, the proposed project would not affect existing recreational facilities such that substantial physical deterioration of any facilities would occur or be accelerated or result in the construction or expansion of existing recreational facilities. These impacts are not evaluated further in this EIR.

*Implement Activities Related to the Replacement of Proposed Project Facilities that Would Cause a Substantial Long-Term Disruption of any Institutionally Recognized Recreational Activities*—Construction of levee improvements would occur within the existing levee footprints and there are no proposed project elements (including implementation of encroachment removal, vegetation management, the Conservation Strategy, and the NEMDC/Steelhead Creek CMP) that would encroach on parks and recreational facilities or permanently disrupt recreational activities. Therefore, no impacts related to the substantial long-term disruption of any institutionally recognized recreational activities would result from implementation the proposed project, and this issue is not discussed further in this EIR.

**IMPACT ANALYSIS**

**IMPACT REC-1**

Temporary and Short-term Changes in Recreational Opportunities during Project Construction Activities. Implementation of levee improvements, encroachment removal, vegetation management, the Conservation Strategy, and the NEMDC/Steelhead Creek CMP in the North Sacramento Streams and Sacramento River East Levee Improvements areas would result in temporary closure of bicycle trails during construction and result in temporary diminishment of recreational experiences at nearby parks during construction. Therefore, this impact would be **significant**. Implementation of vegetation management activities along the Lower American River would result in temporary closure of bicycle trails during construction. Therefore, this impact would be **significant** for the American River and Beach Lake Levees High-Hazard Levee Encroachment and Vegetation Removal area. Implementation of the Conservation Strategy on the Woodlake site would not require closure of the bicycle trail and equestrian/hiking trail. The quality of recreational opportunities in the Woodlake and Camp Pollock sites would likely be somewhat reduced, temporarily; however, construction impacts would be temporary and short-term in nature. Therefore, this impact would be less than **significant** for the American River and Beach Lake Levees High-Hazard Levee Encroachment and Vegetation Removal areas.
North Sacramento Streams Levee Improvements

No parks and recreational facilities are within or in the vicinity of Borrow Site 2; therefore, implementation of this proposed project element would have **no impact**.

**Mitigation Measure:** No mitigation is required.

There are no parks or recreational facilities within or in the vicinity of the Novak parcel and Riego North site; therefore no recreational facilities would be affected by the Conservation Strategy activities at these sites. Therefore, this proposed project element would have **no impact**.

**Mitigation Measure:** No mitigation would be required.

Levee improvements, encroachment removal, vegetation management, and Conservation Strategy activities along Arcade Creek would occur between NEMDC/Steelhead Creek and Marysville Boulevard within the existing levee footprints. These activities would occur adjacent to or in close proximity to City of Sacramento parks and recreational facilities, including Johnston Park and Community Center, Gateway Park, and Hagginwood Park. In addition, Staging Area 1 is located approximately 300 feet south of the Johnston Park and Community Center and Staging Area 2 is west of and adjacent to Gateway Park (**Exhibit 4.16-1**).

Johnston Park and Community Center, Gateway Park, and Hagginwood Park would not require closure during construction of levee improvements, encroachment removal, vegetation management, and Conservation Strategy activities. The quality of recreational opportunities in the vicinity of these parks would likely be somewhat reduced, temporarily, as a result of noise, dust, and visual disturbance. Construction impacts would be temporary and short-term in nature and the degradation of the quality of recreational experiences would last for only one construction season. Recreationalists may use nearby recreational facilities in the vicinity of Arcade Creek that provide similar amenities, such as Nuevo Park, Richardson Village Park, and Redwood Park (**Table 4.16-1**).

There are existing bicycle and pedestrian trails on the levee crowns and berms adjacent to levees that may be affected by haul trucks traveling along identified haul routes, and by borrow site activities during construction throughout the North Sacramento Streams Levee Improvements area. In particular, an unpaved portion of the Ueda Parkway is located immediately adjacent to Borrow Site 1, and a paved portion is also located on the levee crown along NEMDC/Steelhead Creek adjacent to Arcade Creek. The Sacramento Northern Bike Trail is located immediately adjacent to the eastern side of Borrow Site 3 (which is also proposed as the Robla Creek habitat Site A as part of the Conservation Strategy).

Although most of the levee improvements would take place within the levee footprint, temporary road closures would be needed in some areas, which could interfere with cyclists along affected roadways. On-street bikeways that are marked with striping and signage may also be affected by haul trucks traveling along identified haul routes. Also, bicycle trails along the NEMDC/Steelhead Creek West Levee and Arcade Creek Levees and adjacent to the borrow sites, and Conservation Strategy activities, including portions of the Ueda Parkway and Sacramento Northern Bike Trail, may require temporary closures and/or detours for one construction season. Therefore, these proposed project elements would have a **significant impact**. Mitigation Measures REC-1a and TR-3a, described below, have been identified to address this impact.
Mitigation Measure REC-1a: Prepare and Implement a Bicycle Detour Plan for all Bike Trails and On-Street Bicycle Routes, Provide Construction Period Information on Bicycle Facility Closures, and Coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation to Allow Repair of Damage to Bicycle Facilities.

SAFCA shall implement the following measures to reduce temporary, short-term construction impacts on bicycle facilities in the project study area:

- Prepare a bicycle detour plan for all bike trails, including the Ueda Parkway and Sacramento Northern Bike Trail, and on-street bicycle routes in consultation with the City of Sacramento and/or Sacramento County Bicycle and Pedestrian Coordinator at least 10 days before the start of construction activities, as applicable. The detour plan shall include posted signs at major entry points for bicycle trails clearly indicating closure routes, roadway markings to designate temporary bike lanes, information signs to notify motorists to share the road with bicyclists, and a contact number to call for questions or concerns. SAFCA shall maintain and implement the detour plan throughout the construction period and during all construction seasons. Provide public information through the media and on the SAFCA’s website regarding detours and alternative access routes to bicycle facilities affected by project construction. SAFCA shall coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation to make available information to the public regarding closure of bicycle facilities and detours at least 10 days before the start of construction activities. SAFCA shall continue to provide public information regarding closure of bicycle facilities and detours throughout the construction period.

- Upon completion of levee improvements, coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation for these agencies to restore access and repair any construction-related damage to bicycle facilities to preproject conditions.

**Mitigation Measure: Implement Mitigation Measure TR-3a (Provide Advance Notice of Bicycle and Pedestrian Facility Closures and Detour Routes).**

**Timing:** Prepare bicycle detour plan before the start of construction activities; implement the plan and provide construction period information of bicycle facility closures during construction; and coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation after construction of the levee improvements for these agencies to restore access and repair any construction-related damage.

**Responsibility:** Sacramento Area Flood Control Agency.

**Significance after Mitigation:** Implementation of Mitigation Measures REC-1a and TR-3a would reduce temporary, short-term impacts on bicycle facilities resulting from temporary and short-term construction activities to a less-than-significant level by preparing and implementing a bicycle detour plan, providing public information regarding detours and alternative access routes to bicycle facilities, and repairing or reconstructing construction-related damage.
Sacramento River East Levee Improvements

Because there are no parks or recreational facilities within or in the vicinity of the SRCSD Borrow Site, no recreational facilities would be affected by borrow site activities. Therefore, this proposed project element would have **no impact**.

**Mitigation Measure**: No mitigation is required.

Because there are no parks or recreational facilities within or in the vicinity of the riparian planting site north of the Stone Lakes NWR, no recreational facilities would be affected by the Conservation Strategy activities at this site. Therefore, this proposed project element would have **no impact**.

**Mitigation Measure**: No mitigation is required.

Levee reconstruction activities along the Sacramento River East Levee would include sheet pile, conventional, and slurry cutoff walls, as well as stability berms, on both the waterside and landside of the levee (depending on the location). Slope removal, installation of a drainage blanket, and slope replacement would also occur. Encroachment removal, vegetation management, and Conservation Strategy activities would occur both on the landside and waterside of the levee.

In the Sacramento River East Levee Improvements area, the Sacramento River Parkway runs along the entire length of the levee where improvements are proposed, and developed portions of the parkway accommodate pedestrians and bicyclists, and provide access to the Sacramento River. Even where trail segments have not been officially designated or constructed, the levee crown is used as a pedestrian/bicycle path throughout the Sacramento River East Levee Improvements area.

In the Little Pocket and Pocket areas, homeowners often own land on both sides of the levee, with the State having an easement for levee operation and maintenance. In such areas, there are several fences running across the levee with locked gates that hamper access. Gates would be removed as needed prior to construction and replaced following the completion of construction-related activities to preproject conditions. Thus, implementation of the proposed project would not provide additional access to the Sacramento River East Levee.

Levee improvements would be adjacent to or in close proximity to City of Sacramento parks and recreational facilities, including Miller Regional Park in Reaches 6 and 7, Chicory Bend Park in Reach 12, Seymour Park (i.e., the Ellsworth C. Zacharias Park) in Reach 15, Garcia Bend Park in Reaches 25 and 26, and Shore Park in Reach 27. In addition, Miller Regional Park, Bahnfleth Park, Seymour Park (i.e., the Ellsworth C. Zacharias Park), North Point Way River Access, Garcia Bend Park, and Shore Park may be used as construction staging areas. If used for staging, these parks, or portions of these parks, would be closed for 3-6 months until the staging areas are removed and any necessary park repairs and restoration work is completed.

As shown on **Table 4.16-2**, use of these parks could potentially result in the closure of four soccer fields (one at Bahnfleth Park and three at Garcia Bend Park); picnic areas at Bahnfleth Park, Garcia Bend Park, Miller Regional Park, and Shore Park; playgrounds at Garcia Bend Park and Seymour Park (i.e., the Ellsworth C. Zacharias Park) and potentially block access to the Sacramento River from North Point Way River Access and Shore Park. Use of Miller Park and Garcia Bend Park for construction staging would temporarily prevent access to boat launch facilities. In addition, the City of Sacramento has primary use-agreements with various soccer organizations for
use of City parks. These agreements identify the responsibility of the City to maintain those parks and identify which parks are used by each organization and the duration for use of those parks. Construction of levee improvements would occur at various intervals throughout the construction season, thereby minimizing the potential for park closures to occur at the same time.

For nearby recreational facilities, access may be restricted, and the quality of recreational opportunities could potentially be substantially reduced in the project vicinity as a result of noise, dust, traffic, and visual disturbance from construction activities. Construction impacts would be temporary and short-term in nature and the degradation of the quality of recreational experiences would last for two construction seasons. Recreationalists may use nearby recreational facilities in the vicinity of the levee improvement areas that provide similar amenities, such as Charter Pointe Park, Renfree Park, and Marriot Park (Table 4.16-2). Boat launch ramps at Discovery Park, Verona, and Elkhorn could be used when those at Miller Park and Garcia Bend Park are temporarily closed.

During the construction season, the Sacramento Southern Railroad Excursion Train runs Saturdays and Sundays from April through September. Implementation of levee improvements in Reaches 2, 4, 5, 6, and 9 would require temporary and short-term closure of the Excursion Train for approximately 1–2 months.

There are bikeways throughout the Sacramento River East Levee Improvements area that may be affected by haul trucks and construction activities and equipment. Although most of the levee reconstruction would take place within the levee footprint, temporary road closures would be needed in some areas, which could interfere with pedestrians and cyclists along affected roadways. Bicycle trails along the Sacramento River Parkway bike path may require temporary closures and/or detours during construction.

For the reasons described above, project construction activities would result in temporary closure of bicycle trails and recreational facilities, potentially damage recreational facilities, and result in temporary diminishment of recreational experiences at nearby parks during construction. Therefore, this proposed project element would have a significant impact. Mitigation Measures REC-1a, REC-1b, REC-1c, and TR-3a, described below, have been identified to address this impact.

Mitigation Measure: Implement Mitigation Measure REC-1a (Prepare and Implement a Bicycle Detour Plan for all Bike Trails and On-Street Bicycle Routes, Provide Construction Period Information on Bicycle Facility Closures, and Coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation to Allow Repair of Damage to Bicycle Facilities).

Mitigation Measure REC-1b: Prepare and Implement a Recreation Plan for all Recreation Facilities, Provide Construction Period Information on Recreation Facility Closures, and Coordinate with the City of Sacramento Department of Parks and Recreation and California Department of Parks and Recreation to Repair Damage to Recreational Facilities.

SAFCA shall implement the following measures to reduce temporary, short-term construction impacts on recreation facilities in the project study area:

- Prepare a recreation plan for all recreation facilities in consultation with the City of Sacramento Department of Parks and Recreation. The recreation plan shall include posted signs at major entry points for parks and recreation facilities, boat launch ramps at Miller Park and Garcia Bend Park, and
the Sacramento Marina clearly indicating closures and estimated duration of closures; information signs to notify the public of alternate parks and recreation sites, boat launch ramps at Miller Park and Garcia Bend Park, and the Sacramento Marina; and a contact number to call for questions or concerns. SAFCA shall maintain and implement the recreation plan throughout the construction period and during all construction seasons.

- Coordinate with the City of Sacramento Department of Parks and Recreation at least 30 days before the start of construction activities to allow for the City to relocate activities that occur in affected parks and provide alternate access points to the Sacramento River. Upon completion of levee improvements, coordinate with the City of Sacramento Department of Parks and Recreation to restore access and repair any construction-related damage to parks and recreation facilities to preproject conditions.

- SAFCA shall notify and coordinate with the California Department of Parks and Recreation at least 30 days before the start of construction activities to allow for possible rerouting or rescheduling of the Excursion Train. Upon completion of levee improvements, coordinate with the California Department of Parks and Recreation to repair any construction-related damage to preproject conditions.

- Provide public information through the media and on the SAFCA’s website regarding parks and recreation facilities and boat launch ramps affected by project construction at least 30 days before the start of construction activities. SAFCA shall coordinate with the City of Sacramento Department of Parks and Recreation to make available information to the public regarding closure of parks and recreation facilities, boat launch ramps at Miller Park and Garcia Bend Park, and the Sacramento Marina and coordinate with the California Department of Parks and Recreation for closure of the Excursion Train. SAFCA shall continue to provide public information regarding closure of parks and recreation facilities, boat launch ramps, and the Excursion Train throughout the construction period.

**Mitigation Measure REC-1c: Coordinate with Primary Construction Contractor(s) to Avoid Simultaneous Closure of Parks and Locate Construction Staging Areas to Avoid Recreation Facilities where Feasible.**

SAFCA shall implement the following measures to reduce temporary, short-term construction impacts on recreation facilities in the project study area:

- Coordinate with its primary construction contractor(s) to conduct construction activities at intervals throughout the construction seasons to minimize the potential for simultaneous closure of parks and recreation facilities, including soccer fields, boat launch ramps, and marinas, to the extent feasible.

- Coordinate with its primary construction contractor(s) to require that staging areas in parks be located to avoid existing recreation facilities, to the extent feasible.

**Mitigation Measure: Implement Mitigation Measure TR-3a (Provide Advance Notice of Bicycle and Pedestrian Facility Closures and Detour Routes).**

**Timing:** Prepare recreation plan and coordinate with primary construction contractor(s) before the start of construction activities; implement the bicycle and recreation plans and provide construction period information on bicycle and
recreation facility closures prior to and during construction; coordinate with the City of Sacramento Department of Parks and Recreation after construction of the levee improvements to restore access; and coordinate with the City of Sacramento Department of Parks and Recreation and California Department of Parks and Recreation after construction of the levee improvements for these agencies to repair any construction-related damage to preproject conditions.

Responsibility: Sacramento Area Flood Control Agency.

Significance after Mitigation: Implementation of Mitigation Measures REC-1a, REC-1b, REC-1c, and TR-3a would reduce temporary, short-term impacts on bicycle and recreational facilities resulting from construction activities to a less-than-significant level by preparing and implementing bicycle detour and recreation plans, providing public information regarding detours and alternative access routes to public recreational facilities, coordination with primary construction contractor(s) to avoid recreation facilities, and repairing or reconstructing construction-related damage to preproject conditions.

American River and Beach Lake Levees High-Hazard Levee Encroachment and Vegetation Removal

Encroachment removal along the Lower American River would occur on the landside of the levees, in association with residences. Removal of retaining walls and residential landscaping that are encroaching on the levee would not occur in the vicinity of any recreational facilities and would not require closure of on-street bikeways or the American River Parkway Bike Trail. Therefore, this proposed project element would have no impact.

Mitigation Measure: No mitigation is required.

Because there are no parks or recreational facilities within or in the vicinity of the Beach Lake Levee, no recreational facilities would be affected by encroachment removal and vegetation management activities. Therefore, this proposed project element would have no impact.

Mitigation Measure: No mitigation is required.

Because there are no parks or recreational facilities within or in the vicinity of the Upper Beach Lake site, no recreational facilities would be affected by the Conservation Strategy activities at this site. Therefore, this proposed project element would have no impact.

Mitigation Measure: No mitigation is required.

Implementation of the Conservation Strategy would involve planting approximately 7 acres of valley oaks and other native riparian trees and shrubs in the approximately 270-acre Woodlake site, and approximately 7 acres on the Camp Pollock site. The Woodlake site has a paved bicycle trail and an equestrian/hiking trail traversing the site, and the Camp Pollock site offers group camping and event and picnic spaces. Only that portion of the Woodlake and Camp Pollock sites identified for riparian plantings would be temporary closed (anticipated 3 months) and closure of the bicycle trail and equestrian/hiking trail or event and camping facilities would not be required. The quality of recreational opportunities in the Woodlake site would likely be somewhat temporarily reduced, as a result of noise, dust, and visual disturbance. Construction impacts would be temporary in nature and...
the degradation of the quality of recreational experiences is anticipated to last for 1 month. Therefore, this proposed project element would have a **less-than-significant impact**.

**Mitigation Measure:** No mitigation is required.

Removal of high-hazard trees would occur at various locations along the Lower American River, most of which are located within the American River Parkway. Although most of the vegetation management activities along the American River levee would take place within the levee footprint, temporary road closures would be needed in some areas, which could interfere with pedestrians and cyclists along these roads. Also, pedestrian and bicycle access to portions of the American River Bike Trail would be temporarily closed during project-related activities. Therefore, these proposed project elements would have a **significant impact**. Mitigation Measures REC-1a and TR-3a, described below, have been identified to address this impact.

**Mitigation Measure: Implement Mitigation Measure REC-1a (Prepare and Implement a Bicycle Detour Plan for all Bike Trails and On-Street Bicycle Routes, Provide Construction Period Information on Bicycle Facility Closures, and Coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation to Allow Repair of Damage to Bicycle Facilities).**

**Mitigation Measure: Implement Mitigation Measure TR-3a (Provide Advance Notice of Bicycle and Pedestrian Facility Closures and Detour Routes).**

**Timing:** Prepare bicycle detour plan before the start of construction activities; implement the plan and provide construction period information of bicycle facility closures during construction; and coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation after construction of the levee improvements for these agencies to restore access and repair any construction-related damage to preproject conditions.

**Responsibility:** Sacramento Area Flood Control Agency.

**Significance after Mitigation:** Implementation of Mitigation Measures REC-1a and TR-3a would reduce temporary, short-term impacts on bicycle facilities resulting from construction activities to a **less-than-significant** level by preparing and implementing a bicycle detour plan, providing public information regarding detours and alternative access routes bicycle facilities, and repairing or reconstructing construction-related damage to preproject conditions.

**Natomas East Main Drainage Canal/Steelhead Creek Corridor Management Plan**

Activities associated with the NEMDC/Steelhead Creek CMP would take place from Dry Creek at the D-15 pump plant and extend eastward to the Rio Linda Boulevard Bridge crossings over Dry and Robla Creeks to Hagginwood Park on Arcade Creek and the Dry Creek Restoration Project would take place within the Dry Creek Parkway. Hagginwood Park, the Dry Creek Parkway, and recreational facilities in the vicinity of the parkway would not require closure during implementation of the NEMDC/Steelhead Creek CMP. The quality of recreational opportunities in the vicinity of these parks would likely be somewhat reduced, temporarily, as a result of noise, dust, and visual disturbance. Construction impacts would be temporary and short-term in nature and the degradation of the quality of recreational experiences are anticipated to occur for one construction season.
There are existing bicycle and pedestrian trails on the levee crowns and berms adjacent to areas proposed for NEMDC/Steelhead Creek CMP activities. In particular, the Ueda Parkway is located on the levee crowns along NEMDC/Steelhead Creek and the Sacramento Northern Bike Trail passes through the eastern end of the Dry Creek Parkway, east of Rio Linda Boulevard.

Temporary road closures would be needed in some areas, which could interfere with cyclists along affected roadways. On-street bikeways that are marked with striping and signage may also be affected by haul trucks traveling along identified haul routes. Also, bicycle trails adjacent to NEMDC/Steelhead Creek and the Dry Creek Parkway, including portions of the Ueda Parkway and Sacramento Northern Bike Trail, may require temporary closures and/or detours for one construction season. Therefore, this proposed project element would have a significant impact. Mitigation Measures REC-1a and TR-3a, described below, have been identified to address this impact.

Mitigation Measure: Implement Mitigation Measure REC-1a (Prepare and Implement a Bicycle Detour Plan for all Bike Trails and On-Street Bicycle Routes, Provide Construction Period Information on Bicycle Facility Closures, and Coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation to Allow Repair of Damage to Bicycle Facilities).

Mitigation Measure: Implement Mitigation Measure TR-3a (Provide Advance Notice of Bicycle and Pedestrian Facility Closures and Detour Routes).

Timing: Prepare bicycle detour plan before the start of construction activities; implement the plan and provide construction period information of bicycle facility closures during construction; and coordinate with the City of Sacramento and/or Sacramento County Department of Parks and Recreation after construction of the levee improvements for these agencies to restore access and repair any construction-related damage to preproject conditions.

Responsibility: Sacramento Area Flood Control Agency.

Significance after Mitigation: Implementation of Mitigation Measures REC-1a and TR-3a would reduce temporary, short-term impacts on bicycle facilities resulting from construction activities to a less-than-significant level by preparing and implementing a bicycle detour plan, providing public information regarding detours and alternative access routes bicycle facilities, and repairing or reconstructing construction-related damage to preproject conditions.

Residual Significant Impacts

With implementation of Mitigation Measures REC-1a, REC-1b, REC-1c, and TR-3a, impacts related to temporary and short-term closure of recreational facilities, potential construction damage to recreational facilities, and temporary diminishment of recreational experiences at nearby parks during construction would be reduced to less-than-significant levels. Therefore, no residual significant impacts would occur.