

**MINUTE ITEM**

This Calendar Item No. C79 was approved as Minute Item No. 79 by the California State Lands Commission by a vote of 3 to 0 at its 2/27/98 meeting.

**CALENDAR ITEM  
C79**

A 4, 8, 10  
S 1, 5, 6

02/27/98  
W 30065  
D. Gorfain

**CERTIFICATION OF THE SACRAMENTO RIVER GREENWAY PLAN FINAL ENVIRONMENTAL IMPACT REPORT (EIR) AND CONSIDERATION OF THE SACRAMENTO RIVER GREENWAY PLAN (PLAN)**

**BACKGROUND:**

In January 1991, the California State Lands Commission (CSLC) authorized the Executive Officer to execute a Memorandum of Understanding (MOU) entered into with the City of Sacramento, County of Sacramento, City of West Sacramento and the County of Yolo, for the purpose of establishing the Sacramento River Riparian Parkway (Greenway).

The proposed Greenway addresses the use of public lands within a 31-mile section of the Sacramento River (River), from River Mile 75.5 in the vicinity of the I-5 Bridge near the Sacramento International Airport, downstream to River Mile 44.8 near Freeport. (See Figure 1).

In December 1992, the signatories to the MOU circulated a Draft Sacramento River Greenway Plan (Plan) for public review. In March 1993, the CSLC and the four participating local governments entered into a Cooperative Management Agreement (CMA) which, in part, provides that an Environmental Impact Report (EIR) be prepared on the Draft Plan, pursuant to the California Environmental Quality Act (CEQA), with the CSLC as Lead Agency. It further specifies that the four local governments will incorporate the adopted Plan into their respective City and County General Plans and set forth their responsibilities in acting consistent with that Plan. The participating local jurisdictions will consider adopting the Greenway Plan following the Commission's certification of the Final Environmental Impact Report (EIR) and Plan adoption.

The Plan is a regional resource management plan. It contains general goals, policies and land use designations intended to guide the development of specific policies and implementing measures for managing the public lands within each of the participating jurisdictions. The two main goals of the Plan are to: 1) preserve, protect, enhance and restore the riparian corridor and its associated ecosystem; and 2) design a system of controlled public access for active and passive recreational uses related to the River.

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The Plan also incorporates existing and proposed plans of local jurisdictions.

**PERMIT STREAMLINING ACT DEADLINE:**

N/A

**OTHER PERTINENT INFORMATION:**

Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (Title 14, California Code of Regulations, section 15025), an EIR identified as CSLC EIR No. 634, State Clearinghouse No. 93102086, has been prepared for the CSLC, under contract, by the City of Sacramento.

The Draft and Final EIRs were reviewed by the signatories to the MOU and CMA prior to their release to the public. The Draft EIR was circulated for public review for 60-days to approximately 850 affected property owners, interested organizations and other members of the public. Daytime and evening public hearings on the Draft EIR were held in Sacramento and West Sacramento.

Written and oral comments on the Draft EIR centered on concerns of the homeowners along the levee in the Chicory Bend or "Little Pocket" and north Pocket-Greenhaven areas, the so-called "private inholding areas" in the City of Sacramento. Principal issues raised were: 1) the loss of privacy and security to the homeowners in the City's private inholding areas due to the public trail along the top of the levee; 2) the fiscal impact to the City of providing public services to protect the health and safety of the homeowners adjacent to the proposed Greenway, such as police and fire protection; and 3) the physical impact of increased public access and construction of Greenway access facilities on the physical integrity of the levee and the Greenway's biological resources.

The same issues were raised by the homeowners in the private inholding areas to the Sacramento City Council in its recent consideration of the City's Sacramento River Parkway Plan Update. On October 21, 1997, the Council adopted the Plan Update intended to serve as the City's component within the Greenway Plan as presented. The adopted Plan calls for the Parkway to include continuous public access along the levee and for an interim off-levee bikeway to be provided along City streets and through public parks. The Plan lacks specificity on an acquisition and implementation strategy for an on-levee trail between the Captain's Table and the Pocket Canal. Therefore, implementation of the levee trail which is the principal concern to the adjacent homeowners has, in effect, been deferred by the City at this time.

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A Mitigation Monitoring Program has been prepared in conformance with the provisions of the CEQA (Public Resources Code section 21081.6) and is attached as exhibit B.

Findings made in conformance with the State CEQA Guidelines (Title 14, California Code of Regulations, section 15091) are contained in Exhibit A.

This activity involves lands identified as possessing significant environmental values pursuant to Public Resources Code sections 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

**FIGURES:**

1. Sacramento River Greenway Plan Area

**EXHIBITS:**

- A. CEQA Findings
- B. Mitigation Monitoring Program

**RECOMMENDED ACTION:**

IT IS RECOMMENDED THAT THE COMMISSION:

**CEQA FINDING:**

CERTIFY THAT AN EIR NO. 634, STATE CLEARINGHOUSE NO. 93102086, WAS PREPARED FOR THIS PROJECT PURSUANT TO THE PROVISIONS OF THE CEQA AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

ADOPT THE FINDINGS, MADE IN CONFORMANCE WITH TITLE 14, CALIFORNIA CODE OF REGULATIONS, SECTION 15091, AS CONTAINED IN EXHIBIT A, ATTACHED HERETO.

ADOPT THE MITIGATION MONITORING PROGRAM, AS CONTAINED IN EXHIBIT B, ATTACHED HERETO.

DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

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**SIGNIFICANT LANDS INVENTORY FINDING:**

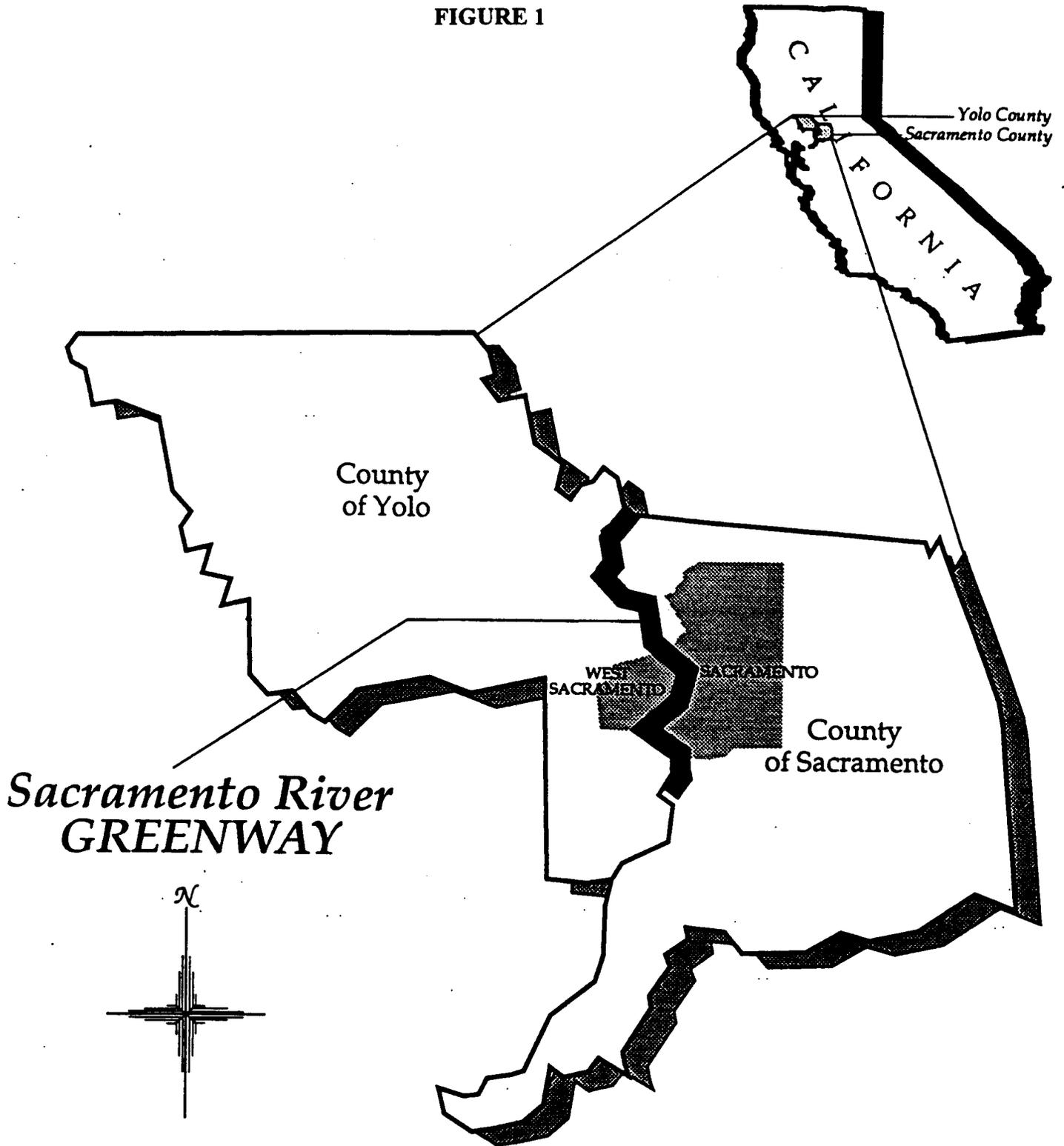
FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED BY THE COMMISSION FOR THE LAND PURSUANT TO PUBLIC RESOURCES CODE SECTIONS 6370, ET SEQ.

**AUTHORIZATION:**

1. ADOPT THE SACRAMENTO RIVER GREENWAY PLAN AND RECOMMEND IT TO THE COUNTIES OF SACRAMENTO AND YOLO AND THE CITIES OF SACRAMENTO AND WEST SACRAMENTO FOR CONSIDERATION AND INCORPORATION INTO THEIR GENERAL PLANS PURSUANT TO THE PROVISIONS OF THE CMA.

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FIGURE 1



**EXHIBIT A**

FINDINGS REGARDING THE ENVIRONMENTAL EFFECTS

OF THE

SACRAMENTO RIVER GREENWAY PLAN

CITY AND COUNTY OF SACRAMENTO, CITY OF WEST SACRAMENTO,  
YOLO COUNTY AND THE CALIFORNIA STATE LANDS COMMISSION

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**FINDINGS REGARDING THE ENVIRONMENTAL EFFECTS**

**OF THE**

**SACRAMENTO RIVER GREENWAY PLAN**

**CITY AND COUNTY OF SACRAMENTO, CITY OF WEST SACRAMENTO,  
YOLO COUNTY AND THE CALIFORNIA STATE LANDS COMMISSION**

**I. INTRODUCTION**

These Findings are made by the California State Lands Commission (CSLC), pursuant to Section 15901, Title 14, California Administrative Code, in its consideration of the Sacramento River Greenway Plan. The Plan encompasses 31 miles of tide and submerged lands in the Sacramento River from the vicinity of the I-5 Bridge near the Sacramento International Airport on the North to Freeport on the South. It includes surrounding uplands adjacent to the River in the city and county of Sacramento, the City of West Sacramento and Yolo County. All significant impacts of the project identified in the Final Environmental Impact Report (EIR) are included herein and organized according to the resource affected, e.g. air quality, hydrology, water quality, habitat loss and fragmentation.

For each significant impact, a Finding has been made as to one or more of the following as appropriate:

- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- B. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- C. Specific economic, social, and/or other considerations make the mitigation measures or project alternatives identified in the Final EIR infeasible.

The Findings are followed by a narrative of the facts supporting them. For many of the impacts, findings A and B described above have been made. Finding B appears because, although the CSLC is the California Environmental Quality Act (CEQA) Lead Agency, it has the jurisdiction over only a portion of the project and thus has limited power to require or enforce mitigation without such jurisdiction. Whenever Finding B occurs, agencies with jurisdiction have been specified. It is these agencies, within their respective spheres of influence, that would have the ultimate responsibilities to adopt, implement, and enforce the mitigation discussed within each type of potential impact that could result from project implementation. However, under adopted California statutory legislation

(AB 3180, CORTESE), the CEQA Lead Agency has the responsibility to ensure that mitigation measures contained in an EIR are effectively implemented through a Mitigation Monitoring Program (MMP).

The Commission does not find it necessary to make Finding C, because the Final EIR concludes that all of the significant impacts identified can be mitigated to a level of insignificance. The Commission must make Finding C only where it has determined that the project will result, even after mitigation, in an unavoidable significant level of impact, and that sufficient mitigation is not practicable to reduce the impact to a level of insignificance. This impact is always specifically identified in the supporting discussions. The Statement of Overriding Considerations which applies to all such unavoidable impacts, is required by Sections 15902 and 15903, Title 14, California Administrative Code.

For identification and discussion of significant impacts within the EIR, significance was classified according to the following definitions:

- ▶ Class I - A significant adverse impact that cannot be mitigated to a level of insignificance.
- ▶ Class II - A significant adverse impact that can be mitigated to a level of insignificance.

## II. POTENTIALLY SIGNIFICANT IMPACTS AND PROPOSED MITIGATION

**General Note:** The impacts and proposed mitigation listed below are at the “program” level. As a policy document, the Plan itself does not propose physical change. Such change will be proposed as the Plan is implemented through specific projects, and reviewed by the appropriate governmental agency, or agencies, as provided by law. Unless specifically stated, the mitigation below apply to all of the alternatives except for the “No Project” alternative. For specific projects, the degree of impact and the extent of the required mitigation will vary for the different alternatives, but the type of mitigation remains the same at the program level.

It is intended that the counties of Sacramento and Yolo and the cities of Sacramento and West Sacramento, whose jurisdictions encompass the Sacramento River Greenway, will follow suit and, in reliance on the EIR, consider adoption of the Greenway Plan as their policy document as well. As such, these local governments will be accepting the policies contained in the Plan and the mitigation for potentially significant impacts in their future actions affecting the Greenway.

### 6.3-4: CONSTRUCTION DUST AND PARTICULATE MATTER

Impact: Short-term increases in PM<sub>10</sub> levels resulting from construction could be potentially significant. (DEIR Page 6.3-4 and FEIR Page 70).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD) and not the agency making the finding. Such changes have been adopted by the SMAQMD or can and should be adopted by the SMAQMD.

#### Facts Supporting the Finding

Dust emissions from construction activities within the Greenway will generate short-term fugitive dust and particulate matter which are likely to exceed the SMAQMD's PM<sub>10</sub> significance threshold of 275 lbs/day. These impacts will vary depending on the type of construction project, project location in relation to sensitive receptors such as residences, construction schedule and equipment used. Control technologies are readily available and applied to mitigate such impacts. At the program level, it cannot be determined whether the SMAQMD's PM<sub>10</sub> significance threshold will be exceeded for specific Greenway construction projects.

The following mitigation measures, known to reduce construction dust and PM<sub>10</sub> emissions, which are short-term, to a less than significant level, should be considered. Since these measures are recommended at a program level, the need for additional mitigation measures should be considered as part of their environmental review by the respective jurisdiction(s) for individual development projects within the Greenway, in consultation with the SMAQMD:

1. Non-toxic soil stabilizers shall be applied to all exposed and inactive construction areas which have been recently graded and are inactive for 10 days or more;
2. Any exposed piles of dirt, sand, gravel or other construction debris shall be enclosed, covered, or watered twice daily;
3. Active areas of the construction site shall be watered at least twice daily, if appropriate, to control wind-borne dust;
4. All truck beds hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered;

5. Due to the close proximity of a sensitive receptor population in residential areas, careful dust control and minimization of idling or stationary combustion equipment shall be practiced during Greenway construction projects located adjacent to residences.

The most effective mitigation for this impact is prevention. The mitigation measures listed above have been applied in other projects and have been found to be effective in preventing, controlling or lessening the release of particles into the atmosphere. One or more of the above measures will be applied, in consultation with the SMAQMD, to proposed projects within the Plan area depending on the nature and extent of the area or type of soil that would be disturbed.

#### **IMPACT 6.3-5: PARTICULATE MATTER (CUMULATIVE)**

**Impact:** The proposed project and its alternatives could contribute to the increase in long-range levels of PM<sub>10</sub> in the region due to vehicle, pedestrian, bicycle and equestrian traffic associated with the Greenway. This impact is potentially significant. (DEIR Page 6.3-16 and FEIR Page 71).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the SMAQMD and not the agency making the finding. Such changes have been adopted by the SMAQMD or can and should be adopted by the SMAQMD.

#### **Facts Supporting the Finding**

The principal source of PM<sub>10</sub> emissions associated with the project will be caused by construction. However, potential vehicle, pedestrian, bicycle and equestrian traffic associated with the proposed project will increase PM<sub>10</sub> levels in the Plan area. A multi-use trail may accommodate equestrians and pedestrians whose activities will generate dust. Dust that settles on paved trail will be moved around by pedestrian and bicycle use.

These emissions may contribute to significant cumulative impacts. At the program level, it cannot be determined whether the SMAQMD significance threshold of 275 lbs/day of PM<sub>10</sub> will be exceeded. The mitigation measures including those enumerated for Impact 6.3-4 above, should be effective in controlling dust resulting from public use to a less than significant level.

Additional mitigation measures are available and may be required by the SMAQMD in accordance with its Air Quality Attainment Plan (AQAP) approved by the California Air Resources Board (CARB) to control dust emissions from increased construction and/or any long-term trail use if warranted as a result of environmental review of individual projects by the respective jurisdictions.

The most effective mitigation for this impact is prevention. The mitigation measures cited above have been applied in other projects and have been found to be effective in preventing, controlling or lessening the release of particles into the atmosphere. One or more of the above measures will be applied, in consultation with the SMAQMD, to proposed projects within the Plan area depending on the nature and extent of the area or type of soil that would be disturbed and dust to be generated.

#### **IMPACT 6.4-2: HYDROLOGY - LEVEE MAINTENANCE**

**Impact:** By encouraging vegetative planting on levees, the Greenway Plan could potentially result in significant impacts due to conflicts with levee management goals. Levee maintenance may also be impacted by public access to levees. (DEIR Page 6.4-13).

**Finding:** A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and

B. Such changes or alterations are within the responsibility and jurisdiction of the California Reclamation Board, the State Department of Water Resources (DWR) in Maintenance Area 9 and Reclamation Districts (RD) 1000, 1600, 827, 785, 537, 900, 999 765, and 307 and not the agency making the finding. Such changes have been adopted by the State Reclamation Board in the form of standards followed by the DWR and RDs, and published in the "Interim Guide for Vegetation on Flood Control Levees" (1988).

#### **Facts Supporting the Finding**

The California Reclamation Board is the principal agency responsible, overall, for overseeing the maintenance of the Sacramento River levees under a cooperative agreement with the U.S. Army Corps of Engineers (Corps). Also responsible for levee maintenance within the Greenway are several local reclamation districts and the Department of Water Resources.

A primary component of levee maintenance is the ability to adequately inspect levee structural integrity and security at all times, especially during flood periods when unimpeded access for quick action may be necessary. It is important to balance these public safety considerations with providing levee vegetation which add significant ecological and aesthetic values to the proposed Greenway.

Properly planted and maintained, vegetation can also reduce or eliminate levee damage, such as trail cutting and trampling caused by public use.

To balance levee maintenance needs, public enjoyment and resource protection and enhancement, and reduce the potential impact, which could result from conflict between these policies, to a less than significant level, the following mitigation measures should be adopted by the levee maintenance agencies for all project alternatives establishing the Greenway:

1. Greenway revegetation programs shall be consistent with the California State Reclamation Board's *Interim Guide for Vegetation on Flood Control Levees, 1988*, revisions thereof, or current Board policies;
2. Signage and barriers shall be used to discourage public activities that may contribute to the erosion of the levees.

The Reclamation Board's Guide was specifically designed to provide for a balancing of safety and habitat objectives and is designed for use by all agencies responsible for levee maintenance. The Board's guide addresses what is allowed on public and private lands, including primary residential lots and levee slopes. While the vegetation guidelines contained in the guide are permissive, requiring them to be applied within the Greenway will enhance the riparian Greenway environment while not jeopardizing safety considerations. Over time, these guidelines may be modified to incorporate new information about specific applications now being evaluated, such as the safe plantings in rock riprap.

Signage as proposed above will serve to inform Greenway users and protect levee areas by reducing or eliminating public encroachment on to them, thus enhancing overall Greenway vegetation resources as well as the integrity of the levees.

**IMPACT 6.5-1: WATER QUALITY - RUN-OFF FROM PUBLIC ACCESS ROUTES AND PARKING**

Impact: At the program level, the Greenway Plan does not propose specific construction of any Greenway facilities. However, Greenway Plan policies encourage maximum feasible public access to the Greenway through trails, overlooks and vehicle parking areas which may have a potentially significant avoidable impact on water quality through runoff and erosion-related sedimentation. (DEIR Page 6.5-12).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the State Water Resources Control Board, State Reclamation Board and/or the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

**Facts Supporting the finding**

By encouraging maximum feasible access to the Greenway, the Plan is likely to lead to the improvement of existing, and the construction of new, public access facilities. If improperly planned, designed and constructed, these facilities could result in runoff pollution of the River,

including erosion and sedimentation during normal flow periods and under flood conditions. Since such impacts originate from the specific project sites, each project must be designed to avoid them. That responsibility rests with the implementing agency, in most cases, the appropriate local government.

In addition to Greenway Plan policies, new development in the Greenway should incorporate treatment and/or source control measures to improve and enhance stormwater runoff quality. The following measures are recommended to reduce impacts to a less-than-significant level. These measures, or their functional equivalent, should be adopted by jurisdictions approving such projects:

1. New and/or enlarged parking facilities shall be landscaped to create a vegetation buffer which will collect and treat parking lot runoff before it enters the River;
2. Inlet catch basins containing grease/sediment traps shall be incorporated into the drainage plan;
3. Parking lot cleaning and maintenance programs designed to minimize the introduction of toxic materials into the Sacramento River from parking lot runoff shall be implemented;
4. Erosion control and on-going trail maintenance shall be required in order to prevent and repair damage and erosion caused by use;
5. Landscape maintenance programs that integrate Best Management Practices which reduce pesticide use near the River shall be implemented.

The construction of public access facilities in the Greenway will inevitably be located adjacent to, or near, the River's edge. As such, the Reclamation Board will review them to ensure levee integrity for flood protection. The State Water Resources Control Board will likely have to issue a National Pollution Discharge and Elimination System permit (NPDES). The local government will then approve and principally oversee construction activities.

The above treatment and/or source control measures are designed to prevent the introduction of polluted runoff into the River from proposed projects. Beneficial impacts may result if proposed projects include modification, replacement, or elimination of old outmoded facilities not built to the above standards.

#### **IMPACT 6.5-2: EROSION AND SEDIMENTATION**

**Impact:** Pedestrian and bike use could increase on existing trails as a result of adoption of the Greenway Plan, which encourages better linkages of the existing trail systems. This increased use could exacerbate erosion on unpaved surfaces, resulting in potentially significant sedimentation of adjacent water courses in the long-term. (DEIR Page 6.5-13).

- Finding:       A.     Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
- B.     Such changes or alterations are within the responsibility of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

**Facts Supporting the Finding**

The consequence of establishing the Greenway, that of increased public use, could result in exacerbated sedimentation from unpaved and unvegetated surfaces. The following mitigation measures, if incorporated into the design, operation and maintenance of Greenway projects, will reduce these impacts to a less-than-significant level:

1.     Implementation of Mitigation Measures in 6.5-1 above;
2.     When appropriate, vehicular, horse, foot and bicycle traffic shall be restricted from entering zones with seasonable saturated soils in order to prevent erosion and resultant sedimentation. This will be accomplished through proper trail siting, seasonal trail closures, signing and barrier construction;
3.     Permanent and temporary, site-specific erosion control measures, shall be required in the design and construction of new and rehabilitated trails;
4.     A monitoring program for trail conditions, including closure of trails for repair if erosion and soil problems become evident, shall be implemented.

The above mitigation is designed to retain soil integrity and thereby prevent or substantially reduce erosion and subsequent sedimentation in the River. In combination with mitigation under 6.5-1 to catch any sediments that are dislodged, these measures, in toto, are known to address water quality impacts.

**IMPACT 6.5-4: LITTER AND DEBRIS**

Impact:       Litter from boats, unauthorized camping and other land-based activities is an existing problem. Establishment of the Greenway, which is expected to encourage increased public use, could exacerbate this impact to a potentially significant level. (DEIR Page 6.5- 16).

- Finding:       A.     Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and

- B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the funding. Such changes have been adopted or can and should be adopted by them.

**Facts Supporting the Finding**

Improperly disposed of litter resulting from land-based uses within the Greenway, can end up in the River either directly, or by wind or rain action. The more intensive the use of the project site, the greater potential of the impact due to litter. Boating is considered to have a larger potential impact than land-based activities due to the direct access boat litter has to the River. Significant impact.

The following mitigation measures must be implemented by local government and by the CSLC on its leases, in order to lessen project impacts from litter to a less than significant level:

1. Trash receptacles sufficient to handle waste generated by users of the project shall be placed at public facilities within the Greenway. Maintenance shall be the responsibility of the local or administering agency and shall be provided on a regular basis, particularly during peak use season.
2. In public use areas, signage should be installed as part of the development to educate users of the importance of proper litter disposal and to identify designated locations of trash containers.

Proper handling of litter and debris is essential for the protection of the public's health and safety and the visual integrity of the Greenway. Public education, reinforced by visible reminders, and a sufficient number of serviced trash containers are key to the proper disposal of litter and debris.

**IMPACT 6.6-1: HABITAT LOSS AND FRAGMENTATION**

Impact: The Greenway Plan proposes a number of land uses within the Plan area. In some areas where there is mature, undisturbed riparian vegetation, proposed Greenway land use designations may be incompatible with the preservation of riparian habitat and would allow various degrees of human intrusion and future development of facilities. Such impact is potentially significant. (DEIR Page 6.6- 16 and FEIR Page 75).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can or should be adopted by them.

## **Facts Supporting the Finding**

The removal of significant vegetation to accommodate construction projects within the Greenway, could have a detrimental cumulative effect on the ecosystem of the Greenway as a whole and the Sacramento River, unless it is carried out as a part of a comprehensive plan in consideration of the overall resource protection of the area. The following measures will reduce the impact level to less than significant and may result in a beneficial environmental effect:

1. Prior to implementation of the Greenway Plan, guidelines, as recommended below, shall be adopted to implement policies which reduce habitat loss and fragmentation as well as promote habitat restoration and protection. The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the policies of the Greenway Plan. Guidelines can be developed under the auspices of the Sacramento River Greenway Management Board and adopted by the jurisdictions represented on the Board.
2. Prior to approving specific projects within the Greenway, a survey shall be conducted to determine the extent and condition of riparian habitat on the parcel or site. An assessment of the project's impacts to sensitive habitat and vegetation shall be made and a habitat preservation and management plan shall be prepared by a qualified biologist. The plan shall identify areas suitable for mitigation in accordance with the mitigation hierarchy stated in Greenway Issue Policy A.2.a.ii. If it is found that the project does not meet the siting criteria set forth in Issue Policy A.2.a.i, the project will not be approved.

A critical threat to the long-term viability and enhancement of wildlife habitat within the Greenway is the removal of significant vegetation to accommodate specific construction projects without careful consideration of its relationship to habitat in the Greenway and the Sacramento River as a whole. The ultimate cumulative result of the removal of such vegetation, which may not seem to be too significant when done on a project-by-project basis, can be significant and even irreversibly adverse.

The mitigation measures above will require a priori analysis and a "habitat conservation plan" to be developed in consultation with all the key stakeholders, especially the wildlife agencies, before the Greenway Plan is implemented and specific new projects affecting significant vegetation are approved. The proposed mitigation measures will assure that significant habitat loss within the Greenway due to fragmented development are adequately considered before projects are undertaken.

## **IMPACT 6.6-2: HABITAT FRAGMENTATION: MAINTENANCE ACTIVITIES**

**Impact:** Maintenance activities that result in the physical alteration of the habitat may cause habitat fragmentation. Human presence can effectively cause habitat corridor fragmentation, even though habitat is not removed. The use of fertilizers and pesticides in picnic areas can increase the chemical loads on adjacent areas and the river itself. The maintenance of the Greenway may have a potentially significant impact on the habitat resulting in habitat fragmentation. (DEIR Page 6.6-17).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by agencies or can and should be adopted by them.

### **Facts Supporting the Finding**

Improperly conducted maintenance activities within the Greenway, including the physical movement of workers and equipment, could adversely affect the Greenway's native plants and wildlife, causing stress, injury, or death to individuals. Excessive and improper use of fertilizers, pesticides and herbicides can harm vegetation and, if applied in picnic areas, can increase the chemical loads on adjacent public use areas and on the River itself. Improper tree and shrub pruning for view or safety could harm specimen plants. The removal of large trees or limbs seen as hazards would impact birds and mammals that nest in cavities or feed on insects which inhabit rotting wood.

In order to protect and enhance the Greenway corridor and its associated ecosystem it is important that maintenance personnel and construction crews in the Greenway be aware of the importance of the environment in which they operate, especially special status plants and wildlife, and of proper operating methods and procedures. They should be informed and properly trained about steps they can and should take to protect the Greenway's resources and prevent harm to them.

In addition to the recommended mitigation measures under 6.6-1, the following measures are recommended to reduce the impact level to less than significant:

1. The Sacramento Greenway Management Board shall develop an operations and maintenance program for the Greenway Plan area to reduce potential habitat impacts, including but not limited to the following procedures:
  - a) Greenway personnel involved in on-the-ground maintenance and construction shall be made aware of the sensitive areas involved in construction within the riparian habitat, such as nest disturbance, erosion control and the necessity for minimizing or avoiding vegetation disturbance and leaving understory in areas of prime habitat; and
  - b) Maintenance and construction supervisors shall be made responsible to ensure that their crews are aware of and follow mitigation measures.
  
2. Firebreaks and maintenance roads shall be established in developed or restored areas, and not in areas of prime habitat.

The mitigation measures provided above will ensure that staff will be trained, not only in direct maintenance activities, but also in understanding the habitat conservation and protection plan and the underlying purpose and values it is designed to achieve and protect, thus avoiding significant adverse impacts to the Greenway and its resources. The remaining policy ensures that existing prime habitat will be afforded additional protection within the Greenway itself.

**IMPACT 6.6-3: DIRECT DISTURBANCE TO WILDLIFE DUE TO PUBLIC ACCESS**

**Impact:** The Greenway Plan is likely to provide the opportunity for disturbance of wildlife by people and their pets. Human and pet activity in and around habitat areas may interfere with the normal functions of wildlife. During high water periods, vegetative cover and areas available for escape may be reduced on the water side of the levee making human intrusion in the Plan area more stressful for wildlife. (DEIR Page 6.6-19).

**Finding:**

- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  
- B. Such changes or alterations are within the responsibility and jurisdiction of the State Reclamation Board and the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

## **Facts Supporting the Finding**

The establishment of the Greenway may impact habitat and wildlife due to increased public access, construction of facilities and maintenance activities. The degree of impact will depend on the species, and the time and nature of the activities.

One of the goals of the Greenway is "to preserve, protect, enhance and restore the riparian corridor and its associated ecosystem." Proper implementation of the Plan and implementation of the proposed mitigations could avoid adverse impacts and lead to beneficial educational and interpretive enjoyment.

The following measures will reduce the level of impact to less than significant:

1. To allow visitors to get close to the habitat without damaging it, overlooks from which the habitat and river may be observed, shall be designed on raised, fenced platforms extending out into the habitat from the levees. These can provide both simulated privacy and a feeling of being "in the tree canopy" for the visitors. Other overlooks shall be placed in previously developed or disturbed areas;
2. Signage, trails, and barriers shall be used to channel the public into those parts of the Greenway that are best able to handle the traffic, while protecting the more vulnerable portions of the habitat. Discrete fences and screens should be established to protect the most vulnerable habitat areas. These fences should be constructed so as to allow movement of wildlife species. Fencing which acts as a buffer for sound or other disturbance may also be appropriate in some areas. Any proposal to install fencing as part of habitat protection or restoration projects shall be reviewed by the Reclamation Board for conformance with its regulations;
3. Regular patrols shall be established by using personnel familiar with habitat protection;
4. Any necessary security or event lighting should be designed so that the glare is screened off from sensitive habitat areas.
5. Provide cover to allow escape areas for wildlife during high water by planting or leaving vegetation on waterside levee slopes to the maximum extent possible, consistent with Reclamation Board standards.

This potentially significant impact gets to the very heart of creating a balance within the Greenway to achieve its two major goals: wildlife protection and enhancement and public access to the River. The two are complementary if properly managed. Such management involves the location of Greenway facilities to avoid sensitive habitat where feasible, discrete erection of fences and barriers to human activity where critical to avoid impact to special plant or animal species, informational signing for the public, and regular patrols.

The mitigation measures outlined above are proposed at the program level to be applied to individual projects. These measures have been effective in reducing potential impacts to a level of insignificance in other settings. Additional measures may be deemed appropriate and considered at the project level. These would likely be the principal responsibility of the local government within whose jurisdiction such projects are proposed.

#### **IMPACT 6.6-4: LOCALIZED EROSION AND COMPACTION**

Impact: Implementation of the Greenway Plan goals and policies for riparian resource protection and erosion control would be beneficial; however, construction of facilities in the Greenway Plan area would cause localized erosion and compaction of soils. Public access will produce compaction of soils, increased erosion and vegetation trampling, precluding the reestablishment of vegetation. Heavy use of trail and slope areas by equestrians could also result in localized erosion. These impacts are potentially significant. (DEIR Page 6.6-21 and FEIR Page 76).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the State Reclamation Board and the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

#### **Facts Supporting the Finding**

The benefits of public use of the Greenway are balanced with the potential adverse impacts of erosion and sedimentation through the deliberate measures proposed below. The localized short-term impacts of construction will be addressed and mitigated as required by law, by local government or the State, when considering specific development projects within the Greenway.

In addition to project specific mitigation, the following measures will reduce the level of impact to less than significant:

1. Signage, trails, and barriers shall be used to channel the public into those parts of the Greenway that are best able to handle the traffic while protecting the more vulnerable portions of the habitat. Consideration should be given to periodic closures of certain vulnerable areas to allow them an opportunity to recover.

2. Discrete fences and screens should be established to protect the most vulnerable habitat areas. These fences should be constructed so as to allow movement of wildlife species. Fencing which acts as a buffer for sound or other disturbances may also be appropriate in some areas. Any proposal to install fencing as part of habitat protection or restoration projects shall be reviewed by the Reclamation Board for conformance with its regulations.

Prudent management practices such as the above will allow both public enjoyment and protection of the River's habitat areas by reserving particularly fragile areas and recycling the areas specifically opened for public access. These measures are a balance between over-use of the Greenway versus public exclusion.

The mitigation measures outlined above are being proposed at the program level to be applied to individual projects. These measures have been effective in reducing potential impacts to a level of insignificance in other settings. Additional measures may be deemed appropriate and considered at the project level. These would likely be the principal responsibility of the local government within whose jurisdiction such projects are proposed or the agency responsible for levee maintenance.

#### **IMPACT 6.6-5: SPECIAL STATUS SPECIES (SWAINSON'S HAWK)**

**Impact:** Swainson's hawks have been observed and nesting sites identified in the Plan area. The implementation of the Greenway Plan will involve construction activities that may disturb nesting birds especially during the breeding/nesting period of the avian species. The state-threatened Swainson's hawks are particularly vulnerable in the Greenway Plan area to this type of disturbance. Impact is potentially significant. (DEIR Page 6.6-22).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

#### **Facts Supporting the Finding**

Implementation of the Greenway Plan will include trail and other public access construction. These construction activities may disturb nesting birds especially if conducted during the breeding/nesting period of these avian species. Public and private construction on lands adjacent to the Greenway may have similar impacts.

Listed species require construction mitigation as specified in habitat conservation and recovery plans. Raptors, in particular, are sensitive to the presence of intruders and may abandon their nest altogether. Even when the nest is maintained, the increased stress on adults and the young alike often causes the nestlings to die. The State-threatened Swainson's hawks in the Greenway Plan area are particularly vulnerable to this type of disturbance.

The following measures will reduce the level of impact to less than significant:

1. All construction shall be planned to avoid sensitive time periods for species of special concern. This means that identified nesting areas need to be observed for active nest locations, and construction around such nests avoided;
2. To prevent nest abandonment or adverse disturbance during the breeding season, no disturbance shall occur within a half-mile of an active Swainson hawk's nest between March 1 - August 15. (Local governments approving public or private projects adjacent to the Greenway should condition construction consistent with this provision, as appropriate);
3. Mitigation plans for projects within the Yolo County portion of the Plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, such as the city of West Sacramento Management Authorization of April 20, 1994, to establish an interim mitigation fee.

Implementation of the Greenway Plan consistent with the Plan's wildlife protection goal and policies should not result in disturbance of Swainson's Hawk nesting activities and should assist the survival and perpetuation of the species. The greatest threat to this threatened species is from construction activities during its breeding season. Strict enforcement of the avoidance window specified by the State Department of Fish and Game's mitigation guidelines (revised 1992), will ensure that this potentially significant impact is avoided.

**IMPACT 6.6-6: SPECIAL STATUS SPECIES (VALLEY ELDERBERRY LONGHORN BEETLE (VELB))**

Impact: The Valley Elderberry Longhorn Beetle (VELB) makes exclusive use of elderberry shrubs as host. Implementation of the Plan policies is expected to reduce potential impacts to vegetation; however, specific surveys are needed prior to development of facilities within the Greenway to identify the resources which could be affected. Therefore, the project will have a significant impact on the VELB if host bushes are disturbed or destroyed. (DEIR Page 6.6-23).

Finding: A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and

- B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

**Facts Supporting the Finding**

Elderberry bushes are abundant in many parts of the Plan area on both banks of the River levee and occurrences of the beetles have been recorded. While the Plan does not identify specific projects, implementation of its policies and land use designations will result in increased public access and development of facilities in the Greenway. The Plan proposes to provide controlled public access in sensitive habitat areas and for the preservation and restoration of vegetation. Therefore, Plan implementation is likely to reduce potential impact to plant life provided a survey to identify plant material that should be protected is conducted prior to the approval of development. Such a survey should be comprehensive so as to ensure that the protection plan considers the Greenway as a whole.

The following measures will reduce the level of impact to less than significant:

1. Prior to approval of specific development plans under the Greenway Plan policies, a determination will be made regarding the existence and suitability of bushes in the project area for the VELB. Impacts to this species shall be avoided or fully mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game;
2. Mitigation plans for projects within the Yolo County portion of the Plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, such as the city of West Sacramento Management Authorization of April 20, 1994, to establish an interim mitigation fee.

Implementation of the Greenway Plan consistent with the Plan's plant and wildlife protection goal and policies should not result in a net loss of VELB habitat. The greatest threat to this threatened species is from disturbance to or destruction of its habitat. The required pre-project surveys of elderberry bushes will provide the information necessary to either protect them from future development or provide replacements and thereby ensure the long-term protection of the VELB within the Greenway.

**IMPACT 6.6-7: SPECIAL STATUS SPECIES (GIANT GARTER SNAKE)**

Impact: There are a few places in the Plan area, such as Babel Slough in Yolo County and Bee Lakes in West Sacramento, that may provide habitat for the Giant Garter Snake. It is not expected to be widespread in the area because it prefers the slow moving water of sloughs and drainage ditches to the fast moving water of the River. The Plan policies support habitat preservation and restoration. The main impact to the Garter Snake would result from construction activities. Impact is potentially significant. (DEIR Page 6.6 -24).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have already been adopted by Yolo County and the City of West Sacramento, or can and should be adopted by the remaining signatory agencies.

**Facts Supporting the Finding**

Garter Snake habitat exists on the land side of the levee. As stated above, it may be found in slow moving water areas which are not in abundance in the Greenway. The Plan's policies which support the preservation and restoration of the snake's habitat and the designation of the land around Bee Lakes as Nature Study, would have a beneficial effect on it. Only limited development for public access and habitat restoration would be allowed, where appropriate. While habitat restoration would be beneficial to the snake, providing public access could be detrimental to it. The main impact to the garter snake would result from construction activities. The potential adverse effects could be significant.

The following measures will reduce the level of impact to less than significant:

1. Prior to approval of specific development plans under the Greenway Plan policies, a determination will be made regarding the existence and suitability of the project area for Giant Garter Snake habitat. Impacts to this species shall be avoided or fully mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game;
2. Mitigation plans for projects within the Yolo County portion of the plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, i.e., city of West Sacramento Management Authorization of April 20, 1994, to establish an interim mitigation fee.

Implementation of the Greenway Plan consistent with the Plan's wildlife protection goal and policies should not result in a net loss of Giant Garter Snake habitat. The determination of the suitability of specific areas within the Greenway as Snake habitat will facilitate its consideration in the design of access facilities and its avoidance during or its restoration after project construction activities within or adjacent to the Greenway.

## **IMPACT 6.6-8: CUMULATIVE LOSS OF HABITAT VALUES IN THE REGION**

**Impact:** The Greenway Plan promotes controlled public access consistent with preservation, enhancement, and restoration of riparian habitat. While in some cases the Greenway Plan's proposed land use designations would adversely affect areas of mature, undisturbed riparian vegetation, it also provides for restoration, enhancement, and preservation of riparian habitat in other areas. A potential beneficial impact for the proposed Plan is the reduction in habitat fragmentation brought about by comprehensive planning for and implementation of habitat restoration and preservation. Losses of riparian habitat resulting from development of Greenway facilities may be offset by restoration and enhancement in other areas of the Greenway. The Plan's contribution to cumulative impacts related to loss of riparian habitat are potentially significant. (DEIR Page 6.6-26 and FEIR Page 77).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted or can and should be adopted by them.

### **Facts Supporting the Finding**

The following mitigation measure will reduce the magnitude of cumulative habitat losses along the Sacramento River to a less-than-significant level:

- 1. The Greenway Management Board should facilitate preparation of a habitat restoration, enhancement, preservation and management plan for public lands within the Greenway Plan boundaries. The plan shall include the following elements:
  - a. A survey to determine the extent and condition of riparian habitat on public lands in the Greenway. Evaluation of the riparian habitat condition shall be based on the following attributes:
    - 1) degree of linear continuity;
    - 2) the width of the corridor;
    - 3) structure of the vegetation, i.e., its vertical density and diversity and the height and coverage of the canopy; and
    - 4) the amount of disturbance by human intrusion and by non-native plant and animal species.

- b. Identification of additional sites on public lands within the Greenway Plan boundaries which are suitable for enhancement and restoration and designation of such sites as areas reserved for restoration.
- c. Guidelines to avoid or reduce riparian habitat loss and fragmentation as well as promote habitat restoration, enhancement and protection. The guidelines shall provide for enhancement and restoration measures sufficient to mitigate for cumulative habitat losses resulting from implementation of the Greenway Plan.

The guidelines shall be developed in consultation with the resource management agencies (United States Army Corps of Engineers, Environmental Protection Agency, Fish and Wildlife Service and National Marine Fisheries Service, the State Reclamation Board, State Lands Commission, and Department of Fish and Game) and shall be consistent with the policies of the Greenway Plan. Guidelines can be developed under the auspices of the Sacramento River Greenway Management Board and adopted by the jurisdictions represented on the Board.

The success and viability of the Sacramento River Greenway depends on starting from the larger perspective of the region's ecosystem and gradually working down to looking at specific projects. That larger perspective may also involve looking beyond the Greenway boundaries. This perspective is particularly important when looking at protecting habitat for the range of species found in the Greenway along the Sacramento River.

The approach outlined in this mitigation measure is designed to be comprehensive and, by virtue of the information and understanding it should generate for planning and implementing individual projects and ongoing management activities, ensure that there is either no net loss of habitat within the Greenway as a consequence of access or recreation development, or preferably, result in an overall increase in the volume or quality of habitat within the Greenway.

#### **IMPACT 6.6-9: CUMULATIVE IMPACTS TO SPECIAL STATUS SPECIES**

Impact: Implementation of Greenway Plan policies and land use designations will result in increased public access and development of facilities in the Plan area and could contribute to additional incremental losses to special status species and their habitat. The Plan policies propose controlled public access in areas that have sensitive habitat. The Plan also proposes policies for preservation and restoration of vegetation. Implementation of the policies is expected to reduce potential impacts to vegetation; however, specific surveys are needed prior to development of facilities to identify whether special status species or their habitat will be affected. Impacts are potentially significant. (DEIR Page 6.6 -27 and FEIR Page 79).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Some such changes have already been adopted by Yolo County and the City of West Sacramento, and can or should be adopted by the remaining signatory agencies.

**Facts Supporting the Finding**

The Greenway is being proposed in an area that is undergoing development and where special status species and their habitat are being affected by urbanization. While specific projects are not identified in the Greenway Plan, implementation of Plan policies will increase public access and use of the area and allow for the development of facilities to help accommodate and control this access. Unless properly planned, this can lead to incremental degradation and losses of special status species and their habitat resulting in a significant impact.

The following mitigation measures will reduce impacts to a less-than-significant level:

1. Prior to approval of specific development plans under the Greenway Plan policies, impacts to special status species on public lands within the Greenway shall be analyzed in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game. Each analysis shall include measures sufficient to mitigate for cumulative losses to special status species resulting from implementation of the Greenway Plan. The mitigation monitoring program shall measure the effectiveness of mitigation.
2. Mitigation plans for projects within the Yolo County portion of the plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, i.e., City of West Sacramento Management Authorization of April 20, 1994 to establish an interim mitigation fee.

The success and viability of the Sacramento River Greenway depends on taking a comprehensive look at the region's ecosystem and gradually working down to considering the specific projects within the Greenway itself. This perspective is particularly important when looking at protecting the range of special species found in the Greenway along the Sacramento River.

The approach outlined in this mitigation measure is designed to work in concert with the comprehensive plan for cumulative habitat protection (Impact 6.6-8). By virtue of the information and understanding it should generate for planning and implementing individual projects and ongoing management activities, it should achieve comparable results for special status species within the Greenway.

## **IMPACT 6.7-1: IMPACTS TO SHADED RIVERINE AQUATIC (SRA) HABITAT**

**Impact:** The Greenway Plan will facilitate recreational access to the River in the Plan area through implementation of its policies which provide for development of trails and public access points. Increased public access could result in trampling of vegetation and subsequent exposure of the riverbank to the erosive processes of rainfall runoff, and wave action. Without effective erosion control measures, the potential for significant impacts to aquatic habitat exists. (DEIR Page 6.7- 8 and FEIR Page 80).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by such agencies or can and should be adopted by them.

### **Facts Supporting the Finding**

The two potential sources of adverse impact to the River's SRA are: public access and riverfront development projects. Currently public access, whether for walking, bicycling, fishing is largely uncontrolled along most segments of the proposed Greenway. This could result in trampling of vegetation, loosening and compaction of soil as well as soil erosion. These impacts are potentially significant. The Greenway Plan is likely to lead to better designed, more controlled and better managed public access which would reduce these impacts.

The following mitigation measures will reduce impacts to less than significant:

1. Bank protection and erosion control guidelines shall be required in conjunction with proposed facilities or activities to ensure protection of riparian vegetation (especially SRA) to the maximum extent feasible. Such review shall be performed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan;
2. Prior to implementation of the Greenway Plan, habitat restoration guidelines shall be developed which provide for restoration of riparian vegetation (especially SRA) where impacts to the habitat are unavoidable. The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation

Board, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan.

Establishment of the Greenway, and the development and implementation of a management plan, including erosion control, and vegetation and other maintenance activities, will provide a mechanism for improving current conditions within the Greenway by coordinating the efforts and programs of responsible public agencies whose activities affect the Greenway.

#### **IMPACT 6.7-2: IMPACTS TO AQUATIC HABITAT AND FISHERIES**

**Impact:** The Greenway policies are beneficial to aquatic habitat. However, implementation of these policies will require local jurisdictions to adopt guidelines which are consistent with the Plan. Without effective erosion control measures, the potential for significant and unavoidable impacts to aquatic habitat exists. The Greenway Plan will facilitate recreational access to the River in the Plan area through implementation of its policies. Increased public access could result in trampling of vegetation and subsequent exposure of the riverbank to the erosive processes of rainfall runoff, and wave action. Impact is potentially significant. (DEIR Page 6.7-11 and FEIR Page 81).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by such agencies or can and should be adopted by them.

#### **Facts Supporting the Finding**

The two potential sources of adverse impact to the River's SRA are: public access and riverfront development projects. Currently public access, whether for walking, bicycling, fishing is largely uncontrolled along most segments of the proposed Greenway. This could result in trampling of vegetation, loosening and compaction of soil as well as soil erosion. These impacts are potentially significant. The Greenway Plan is likely to lead to better designed, more controlled and better managed public access which would reduce these impacts.

The following mitigation measures will reduce impacts to less than significant:

1. Bank protection and erosion control guidelines shall be required in conjunction with proposed facilities or activities to ensure protection of riparian vegetation (especially SRA)

to the maximum extent feasible. Such review shall be performed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan;

2. Prior to implementation of the Greenway Plan, habitat restoration guidelines shall be developed which provide for restoration of riparian vegetation (especially SRA) where impacts to the habitat are unavoidable. The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan.

Establishment of the Greenway, and the development and implementation of a management plan, including erosion control, and vegetation and other maintenance activities, will provide a mechanism for improving current conditions within the Greenway by coordinating the efforts and programs of responsible public agencies whose activities affect the Greenway.

**IMPACT 6.7-3: SPECIAL STATUS SPECIES (DELTA SMELT AND WINTER RUN CHINOOK SALMON)**

**Impact:** The adoption of the Greenway Plan will not result in direct mortality or the loss of occupied habitat. Impacts to special status species and their habitat are most likely to occur as a result of construction and operations of waterfront development including recreational facilities. (DEIR Page 6.7-12 and FEIR Page 82).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by agencies or can and should be adopted by them.

**Facts Supporting the Finding**

Siltation and loss of habitat would adversely affect these species. Impacts on special status species and their habitat due to specific development projects which may be proposed within the Greenway and which will be reviewed and mitigated according to law when such proposals are made to the appropriate local or State agency. Compliance with Plan policies to protect SRA habitat would also benefit these species.

The two potential sources of adverse impact to the River's SRA are: public access and riverfront development projects. Currently public access, whether for walking, bicycling, fishing is largely uncontrolled along most segments of the proposed Greenway. This could result in trampling of vegetation, loosening and compaction of soil as well as soil erosion. These impacts are potentially significant. The Greenway Plan is likely to lead to better designed, more controlled and better managed public access which would reduce these impacts.

The following mitigation measures will reduce impacts to less than significant:

1. Bank protection and erosion control guidelines shall be required in conjunction with proposed facilities or activities to ensure protection of riparian vegetation (especially SRA) to the maximum extent feasible. Such review shall be performed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan;
2. Prior to implementation of the Greenway Plan, habitat restoration guidelines shall be developed which provide for restoration of riparian vegetation (especially SRA) where impacts to the habitat are unavoidable. The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan.

Establishment of the Greenway, and the development and implementation of a management plan, including erosion control, and vegetation and other maintenance activities, will provide a mechanism for improving current conditions within the Greenway by coordinating the efforts and programs of responsible public agencies whose activities affect the Greenway.

#### **IMPACT 6.7-4: CUMULATIVE LOSS OF SRA HABITAT, AQUATIC HABITAT, AND SPECIAL STATUS SPECIES**

**Impact:** The impacts of future development within the Plan area is uncertain. Implementation of the Greenway Plan in conjunction with cumulative development in the area will potentially result in the loss of SRA habitat, aquatic habitat, and special status species. (DEIR Page 6.7- 13 and FEIR Page 82).

**Finding:** A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and

- B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by such agencies or can and should be adopted by them.

**Facts Supporting the Finding**

The Greenway Plan, or plans consistent with its policies, are expected to be adopted by the four participating local jurisdictions. Therefore, the cumulative impact and the mitigations for it are similar to those described for Impacts 6.7-1, 2, 3.

The following mitigation measures will reduce the magnitude of cumulative habitat losses along the Sacramento River to a less than significant level:

1. The Greenway Management Board should facilitate preparation of a habitat restoration, enhancement, preservation, and management plan for shaded riverine aquatic (SRA) habitat. The plan shall include the following elements:
  - a. A survey to determine the extent and condition of SRA habitat on public lands in the Greenway. Additional sites suitable for enhancement and restoration shall be identified and designated in the Greenway Plan as sites reserved for restoration;
  - b. Prior to implementation of the Greenway Plan, guidelines shall be adopted to implement policies which avoid or reduce SRA habitat loss and fragmentation as well as promote habitat restoration, enhancement and protection. The guidelines shall provide for enhancement and restoration measures sufficient to mitigate for cumulative SRA habitat losses resulting from implementation of the Greenway Plan;

The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, United States Bureau of Reclamation, State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan. The Guidelines can be developed under the auspices of the Sacramento River Greenway Management Board and adopted by the jurisdictions represented on the Board.

Feasible mitigation measures shall provide for, in this order:

- 1) avoidance of such habitats;
- 2) mitigation to replace affected habitats within the bounds of the project; or

- 3) replacement of affected habitats off-site of the project, but within the area of the Plan;
- c. The mitigation monitoring program shall include guidelines to include specific criteria to measure the effectiveness of mitigation, including but not limited to, the following: annual monitoring for a minimum of five years and annual monitoring reports which include corrective recommendations to ensure mitigation efforts are effective.

The approach described above will ensure that individual Greenway projects are considered within a contextual framework that provides for the avoidance or sufficient reduction of impacts to SRA, aquatic habitat and special status species. This approach has been applied successfully in many other instances in situations where the cumulative impact of individual projects was in question and where an overall framework for the consideration of individual projects was needed.

**IMPACT 6.9-1: PREHISTORIC RESOURCES**

**Impact:** Based on the literature search and the results of previous studies in the area, it is possible, but not highly likely, that remnants of prehistoric resources may be associated with the project area. There is the potential for the proposed project to disturb prehistoric cultural resources. (DEIR Page 6.9- 8).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by such agencies or can and should be adopted by them.

**Facts Supporting the Finding**

The Greenway area is considered to be potentially sensitive for prehistoric resources, due to the proximity of the site to the American and Sacramento Rivers. Disturbance of specific project sites may uncover resources which, if found, would be of significant importance.

Implementation of the following mitigation measures would reduce the impacts associated with the proposed project to less than significant levels:

- 1. Prior to construction in the Greenway Plan area, the local project lead agency/sponsor shall conduct a record search to determine the sensitivity of the development site for

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cultural resources. Federal, State and local historic registers, the North Central Information Center (NCIC), California Archeological Inventory for Sacramento County and the Northwest Information Center (NWIC), California Archeological Inventory for Yolo County, and other records shall be consulted, and an on-the-ground survey for cultural resources conducted;

2. A qualified archeologist shall be retained by the project proponent to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed;
3. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist, the State Historic Preservation Office (SHPO) and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.

The process outlined in the proposed mitigation measures above have been successfully applied to numerous projects around the State. Adherence to them by the lead agency for projects proposed within the Greenway will ensure that prehistoric resources which may be found during project implementation within the Greenway are preserved in situ, for academic research or for public display.

#### **IMPACT 6.9-2: HISTORIC/CULTURAL RESOURCES - UPLAND SITES**

Impact: Some potential exists for buried archaeological deposits to be uncovered during ground disturbance activities. (DEIR Page 6.9-10).

- Finding:
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by such agencies or can and should be adopted by them.

#### **Facts Supporting the Finding**

The Greenway area is considered to be potentially sensitive for prehistoric resources, due to the proximity of the site to the American and Sacramento Rivers. Disturbance of specific project sites may uncover resources which, if found, would be of significant importance.

Implementation of the following mitigation measures would reduce the impacts associated with the proposed project to less than significant levels:

1. Prior to construction in the Greenway Plan area, the local project lead agency/sponsor shall conduct a record search to determine the sensitivity of the development site for cultural resources. Federal, State and local historic registers, the North Central Information Center (NCIC), California Archeological Inventory for Sacramento County and the Northwest Information Center (NWIC), California Archeological Inventory for Yolo County, and other records shall be consulted, and an on-the-ground survey for cultural resources conducted;
2. A qualified archeologist shall be retained by the project proponent to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed;
3. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist, the State Historic Preservation Office (SHPO) and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.

The process outlined in the proposed mitigation measures above have been successfully applied to numerous projects around the State. Adherence to them by the lead agency for projects proposed within the Greenway will ensure that prehistoric resources which may be found during project implementation within the Greenway are preserved in situ, for academic research or for public display.

### **IMPACT 6.9-3: HISTORIC/CULTURAL RESOURCES - SHIPWRECKS**

**Impact:** The potential to impact shipwrecks is small but still exists. The possibility that shipwrecks may be found in proposed project locations within the Greenway renders this impact potentially significant. (DEIR Page 6.9- 11).

- Finding:**
- A. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR; and
  - B. Such changes or alterations are within the responsibility and jurisdiction of the signatory agencies to the CMA and not the agency making the finding. Such changes have been adopted by such agencies or can and should be adopted by them.

**Facts Supporting the Finding**

It is unlikely that the establishment of the Greenway and the consideration of specific projects within it will uncover and result in any damage to old shipwrecks. Most construction within the Greenway is expected to take place on the uplands. Damage to shipwrecks could occur if construction such a placement of pilings for buildings, or other boating-related construction was allowed.

The following measures will reduce any potential impact to a less than significant level:

1. If any Greenway construction is to take place in the River itself, a qualified archaeologist shall be retained to determine the sensitivity of the site for underwater resources. If deemed necessary, the site should be surveyed to ensure that no shipwreck remains are present.
2. If shipwreck remains are discovered during construction of a site, work in the affected area shall stop immediately and a qualified archaeologist and the State Historic Preservation Office (SHPO) shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.

The process outlined in the proposed mitigation measures above have been successfully applied to numerous projects around the State. Adherence to them by the lead agency for projects proposed within the Greenway will ensure that shipwrecks which may be found during project implementation within the Greenway are preserved in situ, academic research or for public display.

TABLE 2 SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM				
Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<b>AIR QUALITY</b> AQ-1: Construction Dust And Particulate Matter The following mitigation measures should reduce construction dust and PM <sub>10</sub> emissions to a less than significant level. 1. Nontoxic soil stabilizers shall be applied to all exposed and inactive construction areas which have been recently graded and are inactive for 10 days or more. 2. Any exposed piles of dirt, sand, gravel or other construction debris shall be enclosed, covered or watered twice daily. 3. Active areas of the construction site shall be watered twice daily or more, if appropriate, to control wind borne dust. 4. All truck beds hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered.	Implement in conjunction with specific Greenway development projects. Approving agency to include measures in conditions of approval for Greenway projects. Constructing agency to include measures in construction contract specifications.	Inclusion of measures into conditions of approval for Greenway projects. Inclusion of measures in construction contract specifications.	Local jurisdiction with project approval authority to verify. Local agency with construction contract supervision responsibilities to verify. Local agency inspectors to verify compliance during construction.	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>5. Due to the close proximity of a sensitive receptor population in residential areas, careful dust control and minimization of idling or stationary combustion equipment shall be practiced during Greenway construction projects located adjacent to residences.</p>				
<p><b>HYDROLOGY</b></p>				
<p><u>H-1: Flooding</u>                      1. Encroachment into the floodway by development within the Greenway Plan area is prohibited unless it can be demonstrated that such encroachment will not result in any significant increase in flood levels during occurrence of the base flood discharge.</p>	<p>Implement in conjunction with specific Greenway development projects. Consult with the Army Corps of Engineers (ACOE) on project design and requirements for Permits under Section 10 of the River and Harbors Act.</p>	<p>Acquisition of permits if applicable from ACOE.</p>	<p>Local jurisdiction with project approval authority to verify.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>H-2: Levee Maintenance</u> To reduce the impact to a less than significant level, adopt the Greenway Policies and the following mitigation measures:</p> <p>1. Greenway revegetation programs shall be consistent with the California State Reclamation Board <i>Interim Guide for Vegetation on Flood Control Levees</i>, 1988, revisions thereof, or current Board Policies.</p> <p>2. Signage and barriers shall be used to discourage public activities that may contribute to erosion of the levees.</p>	<p>Implement in conjunction with specific Greenway development projects.</p> <p>#1. Approving agency to include measures in conditions of approval for Greenway projects.</p> <p>#2. Include measures in project landscape or revegetation plan and site design.</p>	<p>#1. Compliance with vegetation guidelines in landscape or revegetation plans.</p> <p>#2. Maintenance of protected areas in existing or better condition.</p>	<p>#1 &amp; 2. Local jurisdiction with project approval authority to verify.</p> <p>#1 &amp; 2. Local agency with construction contract supervision responsibilities to verify.</p> <p>#1 &amp; 2. Local agency inspectors to verify compliance during construction.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><b>WATER QUALITY</b></p> <p><b>WO-1: Public Access</b>                      In addition to Greenway Plan policies, new development in the Greenway should incorporate treatment and/or source control measures to improve and enhance stormwater runoff quality. The following measures are recommended to reduce impacts to a less-than-significant level. These measures, or their functional equivalent, should be adopted by jurisdictions in which the project will occur:</p> <ol style="list-style-type: none"> <li>1. New and/or enlarged parking facilities shall be landscaped to create a vegetation buffer which will collect and treat such parking lot runoff before it enters the river.</li> <li>2. Inlet catch basins containing grease/sediment traps shall be incorporated into the drainage plan.</li> <li>3. Parking lot cleaning and maintenance programs designed to minimize the introduction of toxic materials into the Sacramento River from parking lot runoff shall be implemented.</li> <li>4. Erosion control and on-going trail maintenance shall be required in order to prevent and repair damage and erosion caused by use.</li> <li>5. Landscape maintenance programs that integrate Best Management Practices which reduce pesticide use near the river shall be implemented.</li> </ol>	<p>Implement in conjunction with specific Greenway development projects or on a plan area basis.</p> <p>Approving agency to include measures in conditions of approval for Greenway projects and incorporate into project design plans.</p>	<p>Maintenance of water quality at existing levels.</p>	<p>Local jurisdiction with project approval authority to verify.</p> <p>Local agency inspectors to verify compliance during construction and make periodic monitoring inspections following project completion.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>WQ-2. Erosion and Sedimentation</u> The following mitigation measures will reduce impacts to a less-than-significant level:</p> <p>1. When appropriate, vehicular, horse, foot and bicycle traffic shall be restricted from entering zones with seasonable saturated soils in order to prevent erosion and resultant sedimentation. This will be accomplished through proper trail siting, seasonal trail closures, signing and barrier construction.</p>	<p>#s 1-3. Approving agency to include measures in conditions of approval for Greenway projects.</p>	<p>#s 1-3. Inclusion of measures into conditions of approval and design plans for Greenway projects.</p>	<p>#s 1-3. Local jurisdiction with project approval authority to verify.</p>	
<p>2. Permanent and temporary erosion control measures shall be required in the design and construction of new and rehabilitated trails.</p>	<p>#2. Include in project design plans. Constructing agency to include measure #2 in construction contract specifications.</p>	<p>Inclusion of measure #2 in construction contract specifications.</p>	<p>#2. Local agency with construction contract supervision responsibilities to verify.</p>	
<p>3. A monitoring program for trail conditions, including closure of trails for repair if erosion and soil problems become evident shall be implemented.</p>	<p>#3. Activate trail monitoring program upon completion of trail construction.</p>	<p>#3. Trail monitoring program in place.</p>	<p>Local agency inspectors to verify compliance during construction. #3. Local agency with maintenance responsibilities to verify.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>WO-3: Litter and Debris</u> The following mitigation measures must be implemented in order to lessen project impacts from litter to a less than significant level for the proposed project, and alternatives.</p>	<p>Implement in conjunction with specific Greenway development projects.</p>	<p>Maintenance of litter levels at existing or improved conditions.</p>	<p>Local jurisdiction with approving authority to verify.</p>	
<p>1. Trash receptacles shall be placed at public facilities within the Greenway. Maintenance shall be the responsibility of the local or administering agency and shall be provided on a regular basis, particularly during peak use season.</p>	<p>Approving agency to include in conditions of approval for specific Greenway projects.</p>		<p>Approving jurisdiction's inspectors to verify on-going compliance periodically.</p>	
<p>2. In public use areas, install signage as part of the development to educate users of the importance of proper litter disposal and to designate locations of trash containers.</p>				
<p><b>BIOLOGY - AQUATIC AND TERRESTRIAL (B)</b></p>				
<p><u>B-1: Habitat Loss and Fragmentation Due to Land Use Implementation</u> The following measures will reduce the impact level to less than significant. 1. Prior to implementation of the Greenway Plan, guidelines, as recommended below, shall be adapted to implement policies which reduce habitat loss and fragmentation as well as promote habitat restoration and protection.</p>	<p>Implement prior to approval of specific development projects on public lands within the Greenway Plan boundaries.</p>	<p>Adoption of guidelines by the Greenway Management Board and participating jurisdictions.</p>	<p>California State Lands Commission to verify adoption of guidelines before implementation of Greenway Plan projects.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>(B-1 continued) The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan. Guidelines can be developed under the auspices of the Sacramento River Greenway Management Board and adopted by the jurisdictions represented on the Board.</p> <p>a. New facilities shall be sited in restored or previously developed areas. Visitor overlooks and viewing areas shall be located so as to avoid intrusion into sensitive habitat areas and to avoid fragmentation. As previously disturbed areas are restored, some can include observation facilities, picnic areas, or trails.</p> <p>b. Trails shall be routed on the outside edges of habitat areas, not through the middle of riparian stands.</p>	<p>Develop guidelines for consideration by the Greenway Management Board.</p>			

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>c. Because berm land is so scarce on the waterside of the levees, the minimal area shall be used for all structures, in order to maximize the restoration and preservation potential for the riparian corridor. For example, parking and picnicking areas shall be placed on the landside of the levees and in those waterward areas where there is a potential for preservation or restoration of riparian habitat. Trails should be placed on top of the levee or in the maintenance road at levee toes, if possible. Any trails on the waterside of the levee should be the minimum width possible to accommodate limited pedestrian use, which may preclude bicycle and/or equestrian use in certain areas.</p> <p>d. Areas suitable for habitat improvement shall be restored by replanting or using habitat manipulation to encourage natural revegetation. Waterward of the levees, only native riparian species shall be used for habitat restoration. The establishment of a nursery of local native plants would facilitate the long-term maintenance of the Greenway.</p>				

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>(B-1 continued)                      Areas damaged by facilities placement shall be mitigated on a no-net-loss basis by restoring habitat in the immediate, or nearby, vicinity. Selection of indigenous species shall be based primarily on the site conditions related to water regime, including frequency of flooding, duration of inundation, and position of the water table. Secondly, other special factors on a case by case basis should be considered, such as the desired value for fish or wildlife habitat.</p> <p>e. For developed areas within the Greenway, landscape plantings should emphasize native plants or plants compatible with native species, and should avoid species which are poisonous, invasive or that harbor disease vectors that could adversely affect native species.</p> <p>f. A long-term program of planting native riparian vegetation shall be established within the Greenway to encourage succession to maintain, to the maximum extent feasible within each land use designation, a continuous canopy structure. Cottonwoods and willows are relatively short-lived species and portions of the existing canopy within some areas of the Greenway are currently showing</p>				

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>(B-1 continued)</p> <p>g. In areas where the riparian habitat is at its narrowest, the vegetation should be densest to help maintain corridor community integrity. Plantings should be established to provide dense cover, both horizontally and vertically, in these narrow areas.</p> <p>2. Prior to approving specific projects within the Greenway, a survey shall be conducted to determine the extent and condition of riparian habitat on the parcel or site. An assessment of the project's impacts to sensitive habitat and vegetation shall be made and a habitat preservation and management plan shall be prepared by a qualified biologist. The plan shall identify areas suitable for mitigation in accordance with the mitigation hierarchy stated in Greenway Issue Policy A.2.a.ii. If it is found that the project does not meet the siting criteria set forth in Issue Policy A.2.a.i, the project will not be approved.</p>	<p>Approving agency to require survey and impact assessment as part of project environmental review. Mitigation plan to be complete prior to project approval.</p>	<p>Completion of survey, impact assessment and mitigation plan.</p>	<p>Jurisdiction with approval and authority to verify.</p>	

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-2: Habitat Fragmentation - Maintenance Activities</u></p> <p>1. The Sacramento Greenway Management Board shall develop an operations and maintenance guidelines for the Greenway Plan area to reduce potential habitat impacts, including but not limited to the following procedures:</p> <p>a. people involved in the on-the-ground construction shall be made aware of the sensitive areas involved in construction within the riparian habitat, such as nest disturbance, erosion control and the necessity for minimizing or avoiding vegetation disturbance and leaving understory in areas of prime habitat;</p> <p>b. construction supervisors shall be made responsible to ensure that their crews are aware of and follow mitigation measures.</p>	<p>Implement prior to approval of specific Greenway development projects.</p> <p>California State Lands Commission/Greenway Management Board develop operation and maintenance guidelines.</p> <p>Implement in conjunction with specific Greenway development projects. Incorporate guidelines into construction contract specifications and/or inform workers assigned to Greenway facilities about maintenance about guidelines.</p>	<p>Adoption of O&amp;M Guidelines by Greenway Management Board and participating jurisdictions.</p> <p>Incorporation into contract specifications.</p> <p>Maintenance of habitat in existing or improved conditions.</p>	<p>California State Lands Commission to verify adoption by Greenway Management Board. Local jurisdictions to verify local adoption.</p> <p>Jurisdictional agency's inspector to verify during construction and maintenance activities.</p>	<p>Avoidance of prime habitat areas.</p> <p>Local approving agency to verify.</p>
<p>2. Firebreaks and maintenance roads shall be established in developed or restored areas, and not in areas of prime habitat.</p>	<p>Alignment of firebreaks and maintenance roads to be surveyed as described in Measure B-1 #3.</p>			

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-3: Direct Disturbance Of Wildlife Due To Public Access</u> The following measures will reduce the level of impact to less than significant:</p> <p>1. To allow visitors to get close to the habitat without damaging it, overlooks from which the habitat and river may be observed, shall be designed on raised, fenced platforms extending out into the habitat from the levees. These can provide both simulated privacy and a feeling of being "in the tree canopy" for the visitors. Other overlooks shall be placed in previously developed or disturbed areas.</p>	<p>Implement in conjunction with specific Greenway development projects.</p> <p>Location of facilities to be surveyed as described in Measure TB-1 #3.</p>	<p>Avoidance of prime habitat areas. Maintenance or improvement of existing habitat conditions.</p>	<p>Local approving agency to verify.</p>	
<p>2. Signage, trails and barriers shall be used to channel the public into those parts of the Greenway that is best able to handle the traffic, while protecting the more vulnerable portions of the habitat. Discrete fences and screens should be established to protect the most vulnerable habitat areas. These fences should be constructed so as to allow movement of wildlife species. Fencing which acts as a buffer for sound or other disturbance may also be appropriate in some areas. Any proposal to install fencing as part of habitat protection or restoration projects shall be reviewed by the Reclamation Board for conformance with its regulations.</p>	<p>Design habitat viewing facilities in compliance with measure.</p> <p>Incorporate trail system and signs and barriers into project site plan. Inspectors to verify compliance with site plans during construction.</p>	<p>Project site plans to include facility design that complies with measure.</p> <p>Maintenance or improvement of existing habitat conditions.</p>	<p>Local approving agency to verify.</p> <p>Approving agency to verify.</p>	
<p>3. Regular patrols shall be established by using personnel familiar with habitat protection.</p>	<p>Establish trail and habitat</p>	<p>Maintenance or improvement</p>	<p>Approving agency to verify.</p>	

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>4. Any necessary security or event lighting should be designed so that the glare is screened off from sensitive habitat areas.</p> <p>5. Provide cover to allow escape areas for wildlife during high water by planting or leaving vegetation on waterside levee slopes to the maximum extent possible, consistent with Reclamation Board standards.</p>	<p>Incorporate measure into project lighting plan.</p> <p>Incorporate measure into project landscape or revegetation plan.</p>	<p>Effectiveness of shading or screening of lights in habitat areas.</p> <p>Provision for escape areas in project site plan.</p>	<p>Approving agency to verify upon completion of site plans and upon completion of construction.</p>	
<p><b>B-4: Localized Erosion and Compaction</b> The following measures will reduce the level of impact to less than significant:</p> <p>1. Signage, trails, and barriers shall be used to channel the public into those parts of the Greenway that are best able to handle the traffic, while protecting the more vulnerable portions of the habitat. Consideration should be given to periodic closures of designated access to allow such areas an opportunity to recover somewhat. Discrete fences and screens should be established to protect the most vulnerable habitat areas. These fences should be constructed so as to allow movement of wildlife species. Fencing which acts as a buffer for sound or other disturbances may also be appropriate in some areas. Any proposal to install fencing as part of habitat protection or restoration projects shall be reviewed by the Reclamation Board for conformance with its regulations.</p>	<p>Implement in conjunction with specific Greenway development projects. Incorporate trail system, signs and barriers into project site plan.</p> <p>Consult with Reclamation Board regarding fences on or near the levee.</p>	<p>Avoidance of prime habitat areas. Maintenance or improvement of existing habitat conditions.</p>	<p>Approving agency to verify.</p> <p>Inspectors to verify compliance with site plans during construction.</p>	

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><b>B-5: <u>Special Status Species (Swainson's Hawk)</u></b>                      The following measures will reduce the level of impact to less than significant:</p> <ol style="list-style-type: none"> <li>All construction should be planned to avoid sensitive time periods for species of special concern. This means that identified nesting areas need to be observed for active nest locations, and construction around such nests avoided.</li> <li>To prevent nest abandonment or adverse disturbance during the breeding season no disturbance shall occur within a half mile of an active Swainson hawk's nest between March 1 - August 15.</li> <li>Mitigation plans for projects within the Yolo County portion of the plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, i.e., City of West Sacramento Management Authorization of April 2011 1994, to establish an interim mitigation fee.</li> </ol>	<p>Implement in conjunction with specific Greenway development projects.</p> <p>Measures #1 &amp; 2 shall be incorporated into project conditions of approval and into construction contract specifications.</p> <p>#3. Payment of applicable fees for projects in Yolo County and West Sacramento located within the Habitat Conservation Plan Boundaries.</p>	<p>Avoidance of nests and sensitive time periods noted in the measure.</p>	<p>Approving jurisdiction to verify compliance.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-6: Special Status Species (Valley Elderberry Longhorn Beetle VELB)</u> The following measures will reduce the level of impact to less than significant:</p> <p>1. Prior to approval of specific development plans under the Greenway Plan policies, a determination will be made regarding the existence and suitability of bushes in the project area for the VELB. Impacts to this species shall be avoided or fully mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game.</p> <p>2. Mitigation plans for projects within the Yolo County portion of the plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, i.e., City of West Sacramento Management Authorization of April 20, 1994 to establish an interim mitigation fee.</p>	<p>Implement in conjunction with specific Greenway development projects.</p> <p>Measure #1 shall be incorporated into project conditions of approval and into construction contract specifications.</p> <p>#2. Payment of applicable fees for projects in Yolo County and West Sacramento located within the Habitat Conservation Plan Boundaries.</p>	<p>Avoidance of habitat or an approved mitigation plan prepared in consultation with trustee agencies.</p>	<p>Approving jurisdiction to verify compliance.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><b>B-7: Special Status Species (Giant Garter Snake)</b> The following measures will reduce the level of impact to less than significant:</p> <p>1. Prior to approval of specific development plans under the Greenway Plan policies, a determination will be made regarding the existence and suitability of the project area for giant garter snake habitat. Impacts to this species shall be avoided or fully mitigated in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game.</p> <p>2. Mitigation plans for projects within the Yolo County portion of the plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, i.e., City of West Sacramento Management Authorization of April 20, 1994 to establish an interim mitigation fee.</p>	<p>Implement in conjunction with specific Greenway development projects.</p> <p>Measure #1 shall be incorporated into project conditions of approval and into construction contract specifications.</p> <p>#2. Payment of applicable fees for projects in Yolo County and West Sacramento located within the Habitat Conservation Plan Boundaries.</p>	<p>Avoidance of habitat or an approved mitigation plan prepared in consultation with trustee agencies.</p>	<p>Approving jurisdiction to verify compliance.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-8: Cumulative Loss of Habitat Values in the Region</u>                      The following mitigation measure will reduce the magnitude of cumulative habitat losses along the Sacramento River, to a less-than-significant level:</p> <p>1. The Greenway, the Greenway Management Board should facilitate preparation of a habitat restoration, enhancement, preservation and management plan for public lands within the Greenway Plan boundaries. The plan shall include the following elements:</p> <p>a. A survey to determine the extent and condition of riparian habitat on public lands in the Greenway. Evaluation of the riparian habitat condition shall be based on the following attributes:</p> <ol style="list-style-type: none"> <li>1) degree of linear continuity;</li> <li>2) the width of the corridor;</li> <li>3) structure of the vegetation, i.e., its vertical density and diversity and the height and coverage of the canopy; and</li> <li>4) the amount of disturbance by human intrusion and by non-native plant and animal species.</li> </ol>	<p>To be implemented prior to approval of specific development projects on public lands within the Greenway.</p> <p>Greenway Management Board/California State Lands Commission to prepare and adopt habitat management plan.</p>	<p>Completion of guidelines and adoption by all participating jurisdictions.</p>	<p>Greenway Management Board and all participating jurisdictions.</p>	

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>(B-8 continued)</p> <p>b. Identification of additional sites on public lands within the Greenway Plan boundaries which are suitable for enhancement and restoration and designation of such sites as areas reserved for restoration.</p> <p>c. Guidelines to avoid or reduce riparian habitat loss and fragmentation as well as promote habitat restoration, enhancement and protection. The guidelines shall provide for enhancement and restoration measures sufficient to mitigate for cumulative habitat losses resulting from implementation of the Greenway Plan.</p> <p>The guidelines shall be developed in consultation with the resource management agencies (United States Army Corps of Engineers, Environmental Protection Agency, Fish and Wildlife Service and National Marine Fisheries Service, the State Reclamation Board, California State Lands Commission, and Department of Fish and Game) and shall be consistent with the Policies of the Greenway Plan. Guidelines can be developed under the auspices of the Sacramento River Greenway Management Board and adopted by the jurisdictions represented on the Board.</p>				

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SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-9: Cumulative Impacts to Special Status Species</u> The following mitigation measures will reduce impacts to a less-than-significant level:</p> <p>1. Prior to approval of specific development plans under the Greenway Plan policies, impacts to special status species on public lands within the Greenway shall be analyzed in consultation with the United States Fish and Wildlife Service and the California Department of Fish and Game. Each analysis shall include measures sufficient to mitigate for cumulative losses to special status species resulting from implementation of the Greenway Plan.</p> <p>The mitigation monitoring program measure the effectiveness of mitigation.</p> <p>2. Mitigation plans for projects within the Yolo County portion of the plan area shall be consistent with the Yolo County Habitat Mitigation Plan and any interim programs in effect, i.e., City of West Sacramento Management Authorization of April 20 1994 to establish an interim mitigation fee.</p>	<p>To be implemented prior to approval of specific development projects on public lands within the Greenway.</p> <p>Greenway Management Board/California State Lands Commission to prepare and adopt plan.</p> <p>Completion of plan and State adoption by all participating jurisdictions.</p>		<p>Greenway Management Board and all participating jurisdictions.</p>	

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SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-10 Impacts to Shaded Riverine Aquatic (SRA) Habitat</u>                      The following mitigation measures will reduce impacts to less than significant:</p> <ol style="list-style-type: none"> <li>1. Bank protection and erosion control guidelines shall be required in conjunction with proposed facilities or activities to ensure protection of riparian vegetation (especially SRA) to the maximum extent feasible. Such review shall be performed in consultation with the resource managers (United States Army Corps of Engineers, State Reclamation Board, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan.</li> <li>2. Prior to implementation of the Greenway Plan, habitat restoration guidelines shall be developed which provide for restoration of riparian vegetation (especially SRA) where impacts this habitat are unavoidable. The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, United States State Reclamation Board, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan.</li> </ol>	<p>To be implemented prior to approval of specific development projects on public lands within the Greenway.                       Greenway Management Board/California State Lands Commission to prepare and adopt guidelines.</p>	<p>Completion of guidelines and adoption by all participating jurisdictions.</p>	<p>Greenway Management Board and all participating jurisdictions.</p>	

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SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>B-11 Cumulative Loss of SRA Habitat. Aquatic Habitat, and Special Status Species</u>                      The following mitigation measures will reduce the magnitude of cumulative habitat losses along the Sacramento River to a less-than-significant level:                      1. The Greenway Management Board should facilitate the preparation of a habitat restoration, enhancement, preservation and management plan for shaded riverine aquatic (SRA) habitat. The plan shall include the following elements:</p> <p>a. A survey to determine the extent and condition of SRA habitat on public lands in the Greenway. Additional sites suitable for enhancement and restoration shall be identified and designated in the Greenway Plan as sites reserved for restoration.</p> <p>b. Prior to implementation of the Greenway Plan, guidelines to shall be adopted to implement policies which avoid or reduce SRA habitat loss and fragmentation as well as promote habitat restoration, enhancement and protection. The guidelines shall provide for enhancement and restoration measures sufficient to mitigate for cumulative SRA habitat losses resulting from implementation of the Greenway Plan.</p>	<p>To be implemented prior to approval of specific development projects on public lands within the Greenway.</p> <p>Greenway Management Board/California State Lands Commission to prepare and adopt habitat management plan.</p>	<p>Completion of guidelines and adoption by all participating jurisdictions.</p>	<p>Greenway Management Board and all participating jurisdictions.</p>	

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>(B-11 continued) The guidelines shall be developed in consultation with the resource managers (United States Army Corps of Engineers, United States Bureau of Reclamation, California State Lands Commission, California Department of Fish and Game, United States Fish and Wildlife Service and National Marine Fisheries Service) and shall be consistent with the Policies of the Greenway Plan. Guidelines can be developed under the auspices of the Sacramento River Greenway Management Board and adopted by the jurisdictions represented on the Board. Feasible mitigation measures shall provide for, in this order:</p> <ol style="list-style-type: none"> <li>1) avoidance of such habitats;</li> <li>2) mitigation to replace affected habitats within the bounds of the project; or</li> <li>3) replacement of affected habitats off-site of the project, but within the area of the Plan.</li> </ol>				

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><u>N-1: Noise Generation - Project Specific.</u>                      No mitigation required, however, the following measures are recommended to reduce "nuisance noise" on adjacent residential areas.</p> <ol style="list-style-type: none"> <li>1. Sound barriers (fencing and landscaping) shall be used, where feasible, to buffer residents from Greenway user noise.</li> <li>2. Site off-street trails as far away from residential receivers as possible without impacting wildlife habitat value.</li> </ol>	<p>Recommendation only:                      Implement in conjunction with specific Greenway development projects.</p> <p>Trail alignment and facility locations are to implement recommendations.</p>	<p>Noise complaints from properties adjacent to trails and facilities could be monitored. An excessive number of complaints may indicate the need for remedial measures (trail realignment, relocation for example).</p>	<p>Approving jurisdiction</p>	
<p><b>CULTURAL RESOURCES (CR)</b></p>				

**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p><b>CR-1: Impacts to Prehistoric Resources</b> Implementation of the following mitigation measures would reduce the impacts associated with the proposed project and alternatives to less than significant levels.</p> <p>1. Prior to construction in the Greenway Plan area, the local project lead agency/sponsor shall conduct a record search to determine the sensitivity of the development site for cultural resources. Federal, state and local historic registers, the North Central Information Center (NCIC), California Archeological Inventory for Sacramento County and the Northwest Information Center (NWIC), California Archeological Inventory for Yolo County, and other records shall be consulted and an on-the-ground survey for cultural resources shall be conducted. Mitigation measures shall be developed to reduce any archaeological impact to a less than significant level before construction begins.</p> <p>2. A qualified archeologist shall be retained by the project proponent to monitor all subsurface excavations during construction and to assess and record any subsurface artifacts or features that might be unearthed.</p>	<p>Implement in conjunction with specific development projects on public land within the Greenway boundaries.</p> <p>#1. Measure should be implemented as part of environmental review process.</p>	<p>#1. Presence or absence of cultural resources as determined by record search and site survey.</p>		

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**TABLE 2  
SACRAMENTO RIVER GREENWAY PLAN MITIGATION MONITORING PROGRAM**

Mitigation Measure	Implementation	Monitoring Criteria	Compliance and Verification	Effectiveness
<p>(CR-1 continued)</p> <p>3. If subsurface archaeological or historical remains (including unusual amounts of bones, stones, or shells) are discovered during excavation or construction of the site, work in the affected area shall stop immediately and a qualified archaeologist and a representative of the Native American Heritage Commission shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.</p>	<p>#3. Measure should be implemented as part of construction monitoring.</p>	<p>#3. Examination of artifacts and determination made as to further mitigation needed.</p>	<p>#3. Approving jurisdiction to verify.</p>	
<p><u>CR-2: Impacts to Historic Resources - Shipwrecks</u></p> <p>The following measures will reduce the level of impact to less than significant:</p> <p>1. If any Greenway construction is to take place in the River itself, a qualified archaeologist shall be retained to determine the sensitivity of the site for underwater resources. If deemed necessary, the site should be surveyed to ensure that no shipwreck remains are present.</p>	<p>Implement in conjunction with specific development projects on public land within the Greenway boundaries.</p>	<p>#1. Measure should be implemented as part of environmental review process.</p>	<p>#1. Presence or absence of cultural resources as determined by record search and site survey.</p>	
<p>2. If shipwreck remains are discovered during construction of a site, work in the affected area shall stop immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant level before construction continues.</p>	<p>#2. Measure should be implemented as part of construction monitoring.</p>	<p>#2. Examination of artifacts and determination made as to further mitigation needed.</p>	<p>#1 &amp; 2. Approving jurisdiction to verify.</p>	

*Friends of the  
Sacramento River Greenway*

February 24, 1998

The Hon. Gray Davis, Chair  
California State Lands Commission  
100 Howe Avenue, Suite 100 S.  
Sacramento, Ca. 95825

Dear Lt. Gov. Davis:

I am writing on behalf of Item **C79** on the February 27, 1998 agenda of the State Lands Commission. We offer our support for adoption of the Sacramento River Greenway Plan and urge that the Commission certify the Final Environmental Impact Report and approve the Plan.

In December of 1997 the Sacramento City Council voted to update the Sacramento River Parkway Plan and several related Area Plans, including the 2010 Bikeway Master Plan. The proposed action by your Commission will provide a broader framework in which local plans can be integrated to protect and enhance this valuable regional resource.

The matter is on the consent calendar for your meeting but we wanted you to be assured of the widespread interest and support for the Greenways and Parkways throughout Sacramento County.

Thank you for considering this.

Respectfully,



Anne Rudin  
Chair, Friends of Sacramento River Greenway