

COUNTY OF SACRAMENTO
CALIFORNIA

For the Agenda of:
February 27, 2025

To: Recreation and Park Commission
From: Liz Bellas, Director, Department of Regional Parks
Subject: Report Back – Re-Opening Sailor Bar Maintenance Roads
District(s): Desmond

RECOMMENDED ACTION

Receive and file report regarding re-opening Sailor Bar Maintenance Roads.

BACKGROUND

In December 2023, staff began deferred maintenance work at Sailor Bar. On January 25, 2024, staff provided an informational briefing to the Recreation and Park Commission regarding the deferred maintenance work and the **Director of the Department of Regional Parks'** intention to re-open gravel access roads from Olive Avenue and Illinois Avenue at Sailor Bar. Staff received public input on the item, including comments from a group of neighbors, now formed as a group called *Friends of Sailor Bar*. Staff brought an update back to the Recreation and Park Commission on February 22, 2024 (Attachment 1) which further described the deferred maintenance work completed and planned, as well as the plan to re-open the informal gravel roads within Sailor Bar, consistent with the Area Plan Map in the American River Parkway Plan.

Following the February 22, 2024, meeting of the Recreation and Park Commission, staff were informed that *Friends of Sailor Bar* had retained legal counsel. Since the February 22, 2024, meeting, staff has met and corresponded with both the *Friends of Sailor Bar* group members and their counsel on several occasions.

DISCUSSION

Re-opening Gravel Roads

The gravel roads that the Department originally proposed to re-open are identified in the American River Parkway Plan Area Plan Map. Although re-

opening these roads to be consistent with the Parkway Plan likely would not usually require environmental review pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) (CEQA), County staff conducted CEQA review to ensure that none of the triggers requiring supplemental or subsequent review would occur. County staff prepared a CEQA Addendum to the American River Parkway Plan Update Environmental Impact Report (Attachment 2). The Addendum analyzed re-opening the gravel roads and confirmed that pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred. In reliance on the Addendum, the Director of the Department of Regional Parks made the following environmental determination:

[X] No substantial changes are proposed in the project which would require major revisions of the previous EIR or Mitigated Negative Declaration.

[X] No substantial changes have occurred with respect to the circumstances under which the project is undertaken.

[X] There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete, or the Mitigated Negative Declaration was adopted.

[X] Neither the project nor changed circumstances will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The Director of the Department of Regional Parks originally intended to re-open the informal gravel roads at both Olive Avenue and Illinois Avenue to the public (see Attachment 1.) The Addendum therefore analyzes re-opening access roads from both entry points. Acknowledging and taking into consideration concerns expressed by the *Friends of Sailor Bar* group and other members of the public, the Director will only open one gravel access road at Illinois Avenue and will keep the westerly gravel roads located off Olive Avenue closed to vehicular traffic except for maintenance and law enforcement.

Attachment 3 depicts the currently open parking lots and roads in purple, and the road to be re-opened in green. This will allow for continued recreational use without public vehicular traffic on the gravel roads off Olive Avenue and will **also meet the Department's objective** to provide persons with limited

mobility with better access to the river for walking, fishing, and equestrian use, via Illinois Avenue.

Concurrently, Regional Parks has developed a conceptual plan to create a fully **accessible trail at Sailor Bar, which will be presented separately to the county's** Disability Advisory Committee, the American River Parkway Advisory Committee and the Recreation and Park Commission for input and comment.

Early Notification Procedures

Per the American River Parkway Early Notification Procedures, below are the project types to be noticed:

The Parkway Manager will determine what projects warrant early notification, based on the three project types listed below. These project types require early notification:

- 1. New Facilities & Uses Not Identified on Local Area Plan Maps*, and*
- 2. New Facilities and Uses Identified on Local Area Plan Maps*, and*
- 3. Significant Changes in Use or Re-modeling of Existing Facilities identified on Local Area Plan Maps*.*

**Local Area Plan Maps are found in the American River Parkway Plan and include current and proposed facilities and uses. Any new facility or use typical of those shown in the legend (Exhibit 2) require a local area plan amendment and must be mapped on within the Local Area Plans.*

The Director of Regional Parks (Parkway Manager) determined that because the access roads at Sailor Bar are identified on the Sailor Bar Area Plan Map and were previously open to the public, re-opening the roads does not constitute new facilities and uses not identified on Local Area Plan Maps or new facilities and uses identified on Local Area Plan Maps, and will not result in significant changes in use or re-modeling of existing facilities identified on Local Area Plan Maps. Re-opening the roads does not trigger the requirements for implementation of the Early Notification Procedures.

FINANCIAL ANALYSIS

Funding to support park operations, including maintenance and ranger patrol activities, is included within the Fiscal Year 2024-25 Operations Budget, and does not require a general fund increase.

ATT 1: February 22, 2024, Receive and File Report, Recreation and Park Commission (without attachments)

ATT 2: Addendum to the American River Parkway Plan Update Environmental Impact Report, Control Number PLER2024-00036

ATT 3: Sailor Bar Map, Re-Opening of Gravel Roads Revised Plan

COUNTY OF SACRAMENTO
CALIFORNIA

For the Agenda of:
February 22, 2024

To: Recreation and Park Commission
From: Liz Bellas, Director, Department of Regional Parks
Subject: Receive and File – Sailor Bar Maintenance
District(s): Desmond

RECOMMENDED ACTION

Receive and file.

BACKGROUND

In December 2023, staff began deferred maintenance work at Sailor Bar, including the following:

- Post and cable repair
- Filling in potholes on un-improved roads and maintenance/emergency access roads
- New signage
- Repairs to rock walls
- Removal of old picnic tables which are in disrepair

With the completion of these repairs and some additional future repairs in progress, we will be re-opening the informal gravel roads within Sailor Bar in the spring of 2024, consistent with the Area Plan Map in the American River Parkway Plan (Attachment 1). The attached map depicts the currently open parking lots and roads in purple, the roads to be re-opened in green, and a gravel road and parking area which will be seasonally closed January – July to protect a nearby rookery in blue. Please note, this map has been updated since the January Recreation and Park Commission meeting to reflect this seasonal closure.

These un-improved gravel roads, which have existed and been in use since the 1970's, were closed when there were drastic reductions to Parks staffing

levels. Since that time, the Board of Supervisors have made several augmentations to Maintenance and Ranger staff. Below is a comparison chart on American River Parkway staffing levels between 2011 and 2023. Staffing augmentations have taken place over the last few budget years. Having a greater staffing level allows us to complete many of our deferred maintenance projects, operate at a higher maintenance level, and better patrol our parks, including addressing impacts of homeless encampments.

American River Parkway Staffing Levels	2011	2023
Maintenance Staff (permanent)	10	33
Ranger Staff (permanent)	14	39
Ranger Assistant Staff (permanent)	0	4
Seasonal Staff	14.6	27.87

The current American River Parkway Plan states the following regarding the Sailor Bar Access:

Location and Description

Sailor Bar is located on the right bank (north side) of the American River, between the Hazel Avenue Bridge to the east and a point upstream from the old Fair Oaks Bridge. The area is approximately 375 acres in size. Bluffs as high as 100 feet above the river provide the north boundary, while the river provides the south boundary. Ravines throughout the area cover over 115 acres and dredge tailings provide the greater part of the ground cover. Natural vegetation is found mainly along the river, on the bluffs and in the ravines. A series of grinding holes are visible along the shoreline just west of the boat ramp. Several parts of the area are bisected by roads. Some of these roads provide access to the river for fishing and boating and can be used for emergency access. Posts and cables have been used throughout the area to define roadways and prevent unlawful use by vehicles.

Illinois Avenue is the eastern vehicular entrance to Sailor Bar. To the north of the first parking area is a man-made pond that provides an opportunity for warm water fishing. Further north are 37 acres designated as Nature Study Area. At the present time there are four access points for hiking and horseback riding: Curraugh Downs Drive, Emperor Drive, Oak View Drive and Kenneth Avenue. Further west is a third entrance to the Sailor Bar Area originating at Kenneth Avenue. This entrance is used by both equestrians and pedestrians. A day camp site is located south of the entrance, although it is infrequently used. Near the west end of the Sailor Bar Area is an empty, unused excavation which had been intended for a lake. Near the excavation is a series of steps leading to a flag pole. These are remnants of the implementation of a plan developed prior to the County’s acquisition of Sailor Bar.

Olive Avenue is the western vehicular entrance to the area. Two surfaced parking lots are located on each side of the access road. Foot trails from the western parking lot lead to the river. A public works sewage pump station is located north of the entrance road.

The Sailor Bar area was once the site of extensive gold dredging and currently provides limited recreation opportunities for hikers, equestrians, anglers, boaters, small picnic groups and day campers.

Activities and Facilities

Existing facilities at Sailor Bar include a day camp, equestrian/hiking trails, pedestrian trails, a turfed picnic area, a paved parking area, unimproved access roads to the river (including informal parking), a paved road leading to the concrete boat ramp and vault restroom, a picnic area, and a portable restroom facility.

Activities which currently take place at Sailor Bar include day camping, horseback riding, running, nature study, fishing, boating, and picnicking. Activities which are encouraged for the Sailor Bar Area include the existing activities described. Trails for persons with disabilities would supplement the existing activities. Additionally, those portions of Sailor Bar which are designated for Developed Recreation may be considered as potential sites for a native plant nursery.

*Placer mining as well as gold dredging operations took place on Sailor Bar in **the late 1800's. Since this is a major part of California history, some consideration should be given to educate the users of the Parkway about this history.***

The warm water fishing pond near the Illinois Avenue entrance provides a natural quiet setting for nature study as well as fishing. This area should be considered as a potential location to enhance access for persons with disabilities.

*Natural vegetation and wildlife have returned among the tailings and any **major "improvements" could reverse this process. In addition, access conditions are not very good, since the Olive Avenue vehicular access winds through an established neighborhood to the west. Sailor Bar is bordered by developed residential areas to the east, west, and north. Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.***

DISCUSSION

The 2008 Parkway Plan update involved extensive public outreach and community input which took place over several years. During this process, the narrative for Sailor Bar was updated to remove the caretaker facilities, placement of an interpretive center, corporation yard, and several formally turfed picnic areas to what is present now, which does not include the caretaker facilities, interpretive center, or corporation yard, and has a reduced number of turfed areas. What has remained consistent is the approved use of the gravel roads and informal parking areas (Attachments 2, 3, and 4).

Natural Resources

Concerns have been raised that allowing greater public access to this Regional Park access point on the American River Parkway will result in harm to wildlife, erosion, an increase of social trails, and increased fire danger.

At the January Recreation and Park Commission meeting, there was testimony related to a rookery located adjacent to one of the parking lot areas slated for re-opening. Staff also received a subsequent report of a singular Great Blue Heron **nest near the water's edge on the Olive access side**. Regional Parks biologist staff assessed the areas and confirmed the presence of the rookery and the beginnings of nesting habitat at that location. The location of the **singular nest was mapped 200'+ away from the gravel** road and had a pedestrian hiking path directly nearby. Based on site observation, this nesting pair have acclimated to the uses of the park area. There will be a seasonal closure to one of the gravel roads and parking areas from January – July to protect the rookery.

Outside Agency Consultation

Regional Parks consulted with the state Department of Fish and Wildlife regarding the bird nesting sites. CDFW staff concurred that a seasonal closure of the gravel road and parking lot to protect the rookery was warranted, but that the location of the singular nest did not require a road closure, and recommended monitoring of the site.

Regional Parks also spoke with Water Forum staff regarding impacts to fisheries. Water Forum staff consulted fishery field crews who conduct spawning and rearing surveys on the river. These crews are on the river regularly and did not report any issues with social trails contributing to decreased fisheries habitat quality or sedimentation on the riffles.

As this maintenance work was started, it became clear that one of the greater impacts to wildlife came from users who either take their dogs off leash, or neglect to pick up after their dogs. To address this, staff have installed four dog waste stations at Sailor Bar, two at the Olive access and two at the Illinois access. Ranger staff will also increase their education/enforcement on this issue. Off leash dogs are a significant detriment to the wildlife in the area. As per the River Corridor Management **Plan**: *"Uncontrolled feral cats and dogs in the Parkway diminish habitat values and threaten native wildlife."* (RCMP, page 14). The RCMP also states in Appendix B, the Vegetation and Wildlife **Management Element**, that *"Domestic animals that are left unleashed or unattended can be a nuisance to wildlife along the LAR (Lower American River)...Domestic dogs, which are less likely to result in direct mortality to wildlife, may pose a nuisance by chasing wildlife, such as deer, small mammals and birds."* (RCMP, Appendix B, page 2-19).

The American River Parkway Natural Resources Management Plan (NRMP) states the following regarding the historic physical and biological conditions of Sailor Bar: *the LAR channel in the Upper Sailor Bar Area Plan cut through older floodplain material and into the erosion-resistant Fair Oaks formation materials as it migrated between relatively erosion resistant bank materials on each side of the channel.* It further states: *the post-mining landscape provides areas of high-quality vegetation and habitat, while others are highly disturbed and of only modest value. Pockets of unaltered areas with high-quality vegetation are likely part of the original "Illinois Creek" channel. Some of the areas lowered during aggregate extraction support patches of mixed riparian communities and oak woodland, although located well back from the channel. These areas are often surrounded by dredger mine tailings that support very little vegetation. The areas likely used for materials handling are somewhat less degraded but still support limited vegetation. The upper slopes that remain unaltered support oak woodlands with a grass understory. Overall, the area provides some valuable habitat but there are several opportunities for improvement.* While erosion from public use is not an overall concern at Sailor Bar, nevertheless Regional Parks has identified the mapping and evaluation of social trails as a high priority implementation project from the NRMP. Specifically for Sailor Bar, addressing areas affected by invasive plants and the planting of native pollinators will be part of future deferred maintenance.

Regional Parks has provided fire breaks and fire fuel reduction through grazing at Sailor Bar. Much of the area is comprised of tailings from historic mining operations, which support little vegetation and are not considered a high fire

risk. However, the areas which are behind the homes are routinely grazed. Attachment 5 shows the proposed gazing plan for 2024.

Crime and Public Safety

Staff have reviewed crime statistics for the Sailor Bar area which have shown that this is a relatively low crime area. This remained consistent for the time period before the gravel roads were closed to the public through recent time.

In response to recent illegal activity at the boat launch, which included a stolen car driven into the river, Ranger staff have placed cameras and altered the opening times of the gates to a later opening shift.

Speed limit signs will be placed along the gravel roads, with speed limitations lower than typical park roads. As with all our park facilities, Regional Parks will patrol and monitor this area, and address any issues which may arise.

Accessibility

These gravel roads are an important means for persons with limited mobility to be able to access the river for walking, fishing, and equestrian use. Unfortunately, not everyone is as able bodied as to park in the upper parking areas and walk the distance to the river. When these roads were closed, it was a very difficult decision to do so, and was only done because we did not have the maintenance nor ranger staff to properly maintain and patrol the areas, due to extensive and devastating budget cuts during the great recession. That is in part why we are looking to offer these benefits to more people by re-opening the gravel roads. The percentage of people in our population over the age of 60 is set to increase from around 13% to over 25% by 2050. There are some studies that indicate the percentage may be even higher in industrialized countries, exceeding 30%. However, this should not be confused with providing an ADA accessible trail, as identified in the 2019 Accessibility Review Report (Attachment 6). Such a project would be a capital improvement, and would require additional engineering, design and environmental review, although such an improvement would also be consistent with the Sailor Bar Area Plan.

Environmental Review

The maintenance activities carried out at Sailor Bar are deferred maintenance and consistent with the Board adopted American River Parkway Plan and therefore environmental review is not required.

Future Maintenance

- Invasive plant treatment in grassy area and at pond
- Planting of native pollinator plants
- Interpretive Signs
- Equestrian Trail maintenance
- Mapping and signage for foot trails
- Replacement tables and benches
- Placement of fishing line receptacles

FINANCIAL ANALYSIS

These maintenance activities are included within the Fiscal Year 2023-24 Operations Budget, and do not require a general fund increase.

ATT 1: Gravel Roads to be re-opened as approved in Sailor Bar Area Plan Map

ATT 2: Sailor Bar Area Plan 2008

ATT 3: Sailor Bar Area Plan 1985

ATT 4: Sailor Bar Area Plan 1979

ATT 5: Sailor Bar Grazing Plan

ATT 6: Sailor Bar ADA Accessibility Review Report 2019

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
ADDENDUM TO THE AMERICAN RIVER PARKWAY PLAN
UPDATE ENVIRONMENTAL IMPACT REPORT

PROJECT INFORMATION

PROJECT TITLE: Sailor Bar Re-Opening of Gravel Roads

CONTROL NUMBER: PLER2024-00036

LEAD AGENCY: County of Sacramento
827 7th Street, Room 225
Sacramento, CA 95814

PROJECT SPONSOR: Sacramento County Regional Parks
Contact: Liz Bellas

LOCATION: The project site is located at the Sailor Bar Area of the American River Parkway, located on the north side of the American River, generally on the west side of Hazel Avenue and east of Earnscliff Avenue, in the Fair Oaks community of the unincorporated Sacramento County.

ASSESSOR'S PARCEL NUMBER: 246-0260-011-0000

GENERAL PLAN DESIGNATION: Recreation (Rec)

ZONING: Recreation (O)

PROJECT DESCRIPTION

The project includes re-opening the unsurfaced public access roads and parking lots for vehicle use at Sailor Bar, consistent with the American River Parkway Plan (ARPP), as shown on the Sailor Bar Area Plan provided in Plate AD-1. Regional Parks closed portions of the access roads to public vehicle use over ten years ago due to limited staff and funding. These unsurfaced access roads and parking lots are accessible from Olive Avenue and Illinois Avenue. Plate AD-2 is an aerial image depicting the access roads and parking lots that have remained open to the public (highlighted in purple) and those that are proposed for re-opening (shown as green), including a portion that would be re-opened seasonally (shown as green and highlighted in blue). Although these roads were closed to the public over ten years ago, Regional Parks has regularly utilized these roads and the other maintenance roads that exist in the area for the purpose of maintaining the area and ensuring these roads remain accessible for emergency vehicles.

Currently, the public can access the western side of Sailor Bar from Winding Way, from either Toyon Avenue or Park Avenue, both of which intersect Natomas Avenue, leading to Olive Avenue. The Olive Avenue entrance into the Parkway (APN: 246-0260-016) is defined by post and cable. Plate AD-2 shows the current public access routes for vehicles at the Olive Avenue Access, as

well as the first parking lot on the south, which is approximately 300 feet beyond the SacSewer Pump Station (shown in purple on Plate AD-2). Additional public access for vehicles (currently closed) is available from this parking lot along a gravel road that parallels the river (as shown on Plate AD-1), which is approximately 2,160 feet in length.

Public access on the eastern side of Sailor Bar is available by heading south on Illinois Avenue from Winding Way. This entrance into the Parkway (APN: 246-0260-013) is also defined by post and cable and the road is paved to a parking area at the boat ramp. Three gravel parking lots are available for the public's use along this access road including one located approximately 500 feet south of the entrance that allows for easy access to what is often referred to as "Turtle Pond" (shown in purple on Plate AD-2). About 200 feet south of this parking lot is a gravel public access road (currently closed), which heads west and then south, where it forks into two roads, both of which terminate in parking lots (as shown on Plate AD-1). These public access roads, when combined, are approximately 3,280 feet in length.

The proposed project is the re-opening of the closed portions of the public access roads and parking lots, with the eastern most road and parking lot remaining closed seasonally when a nearby Great-blue Heron nest site is active (typically January through July). The roads proposed for re-opening are shown in green and the area that would be open seasonally is outlined in blue on Plate AD-2.

The proposed project does not include expansion of access roads or the parking lots. The gravel access roads and the parking lots proposed to be re-opened are existing facilities and are identified for use as public access in the 2008 ARPP.

Plate AD-1: Sailor Bar Area of the American River Parkway Plan

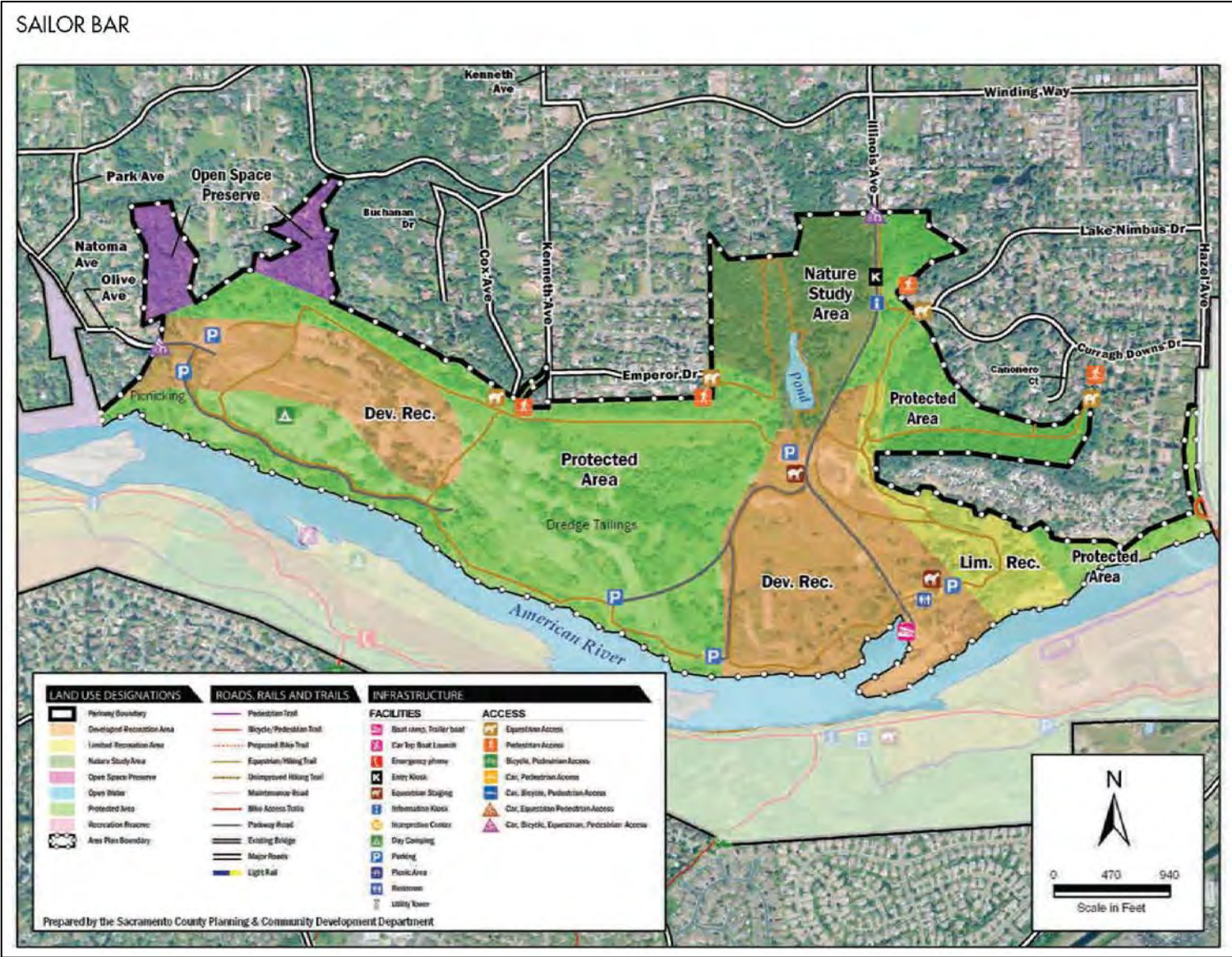
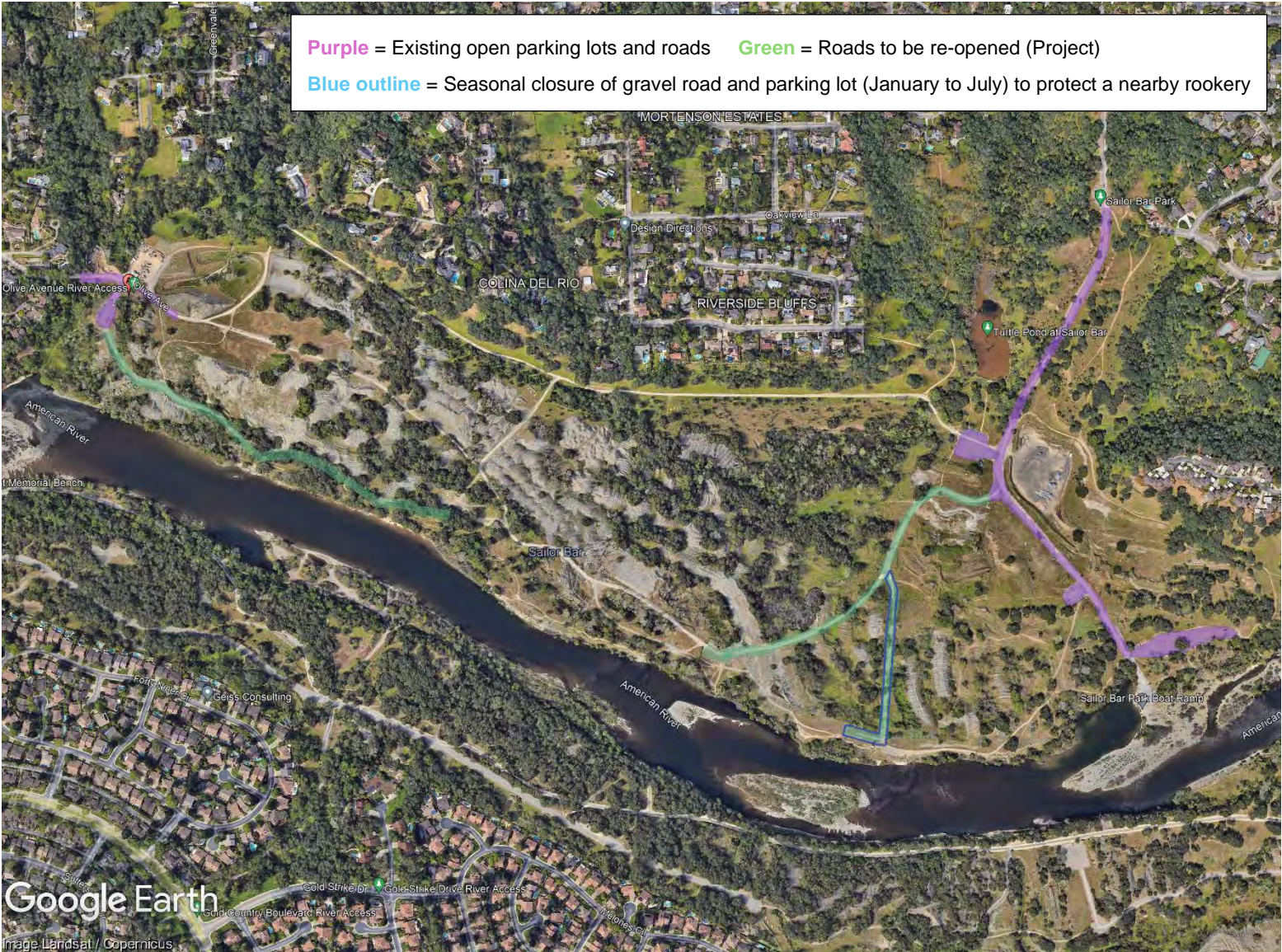


Plate AD-2: Aerial View of Sailor Bar



ENVIRONMENTAL SETTING

The proposed project is located within the Sailor Bar area of the American River Parkway (Parkway). Sailor Bar is located on the north side of the American River and is approximately 375 acres in size. The area is generally bound by Olive Avenue on the west and extends almost to the Hazel Avenue bridge on the east. The area is defined mostly by ravines and dredge tailings of past gold dredging activities. The northern boundary is characterized by cliffs and bluffs, almost 100 feet above the elevation of the river. Sailor Bar is bordered by residential development along the east, west and north.

There are two public access roads into Sailor Bar at Olive Avenue on the west and Illinois Avenue on the east. These roads are paved and connect to several mostly unpaved, approximately 25-foot wide roads that are marked by post and cable. There is a parking lot adjacent to the entrance to Sailor Bar from Olive Avenue, and another parking lot adjacent to the entrance from Illinois Avenue. The segments of the public access roads (shown in green in Plate AD-2) that have been closed to the public have been regularly maintained as emergency/fire access roads through the years, as they remained in use by Regional Park maintenance staff and Rangers.

The existing facilities at Sailor Bar include: day camping sites, equestrian/hiking trails, pedestrian trails, paved and unpaved formal and informal public access roads and parking, unpaved fire/maintenance roads, portable and vaulted restroom, and a boat ramp. Sailor Bar is used for boating, picnicking, nature study, horseback riding, running, hiking, and fishing.

INTRODUCTION

An addendum to a previously certified or adopted environmental document may be prepared for a project if only minor technical changes or additions to the EIR are necessary and none of the conditions calling for the preparation of a subsequent document have occurred (California Environmental Quality Act Guidelines [CEQA] Section 15164). Consistent with CEQA Guidelines Section 15164, the following analysis demonstrates that none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent environmental document have occurred and that only minor technical changes or additions to the existing CEQA document are necessary to ensure that the American River Parkway Plan Update Final Environmental Impact Report (Final EIR) adequately describes the impacts of the project.

An addendum does not need to be circulated for public review but can be included in or attached to the previously approved environmental document for consideration by the decisionmaker.

CEQA DOCUMENTS ADDRESSED

The following CEQA Documents are addressed herein:

- Final EIR, American River Parkway Plan Update; SCH Number 2007032125; certified by the Sacramento County Board of Supervisors in September 2008; County Control Number 03-GPB-0332. (Attachment A)

The above document is available for review either online or at the office of Sacramento County Planning and Environmental Review, 827 7th Street, Room 225 Sacramento, CA 95814 during regular business hours. To access online, go to <https://planningdocuments.saccounty.net/> and conduct a search using the control number PLER2024-00036. Click on the project to access

project related documents. The Final EIR is hereby incorporated by reference in accordance with State CEQA Guidelines Section 15150.

CEQA AUTHORITY FOR ADDENDUM

CEQA establishes the type of environmental documentation required when there are changes to a project after an EIR is certified. A subsequent EIR shall not be prepared unless a mitigated negative declaration has already been adopted or an EIR has been certified and one or more of the following circumstances exists:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or mitigated negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(Pub. Resources Code, § 21166; CEQA Guidelines, § 15162.) Where some changes or additions are necessary but none of the conditions requiring preparation of a subsequent EIR have occurred, the lead agency shall prepare an addendum. (CEQA Guidelines, § 15164, subd. (a).)

The proposed project would not result in any new additional significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with the project are disclosed in the certified Final EIR. The proposed project does not require preparation of a subsequent or supplemental EIR and an addendum is appropriate.

BACKGROUND

OVERVIEW OF APPROVED PROJECT

AMERICAN RIVER PARKWAY PLAN UPDATE (COUNTY CONTROL NUMBER 03-GPB-0332)

The ARPP is the guiding land use document for preservation, use, development, and administration of the Parkway. The original concept plan for the American River Parkway was approved by the Sacramento County Board of Supervisors in 1962 and was incorporated into the Recreation Element of the Sacramento County General Plan. This concept Plan was substantially revised in 1968, but it was not until 1976 that the Board of Supervisors adopted the ARPP as a separate element of the 1973 Sacramento County General Plan.

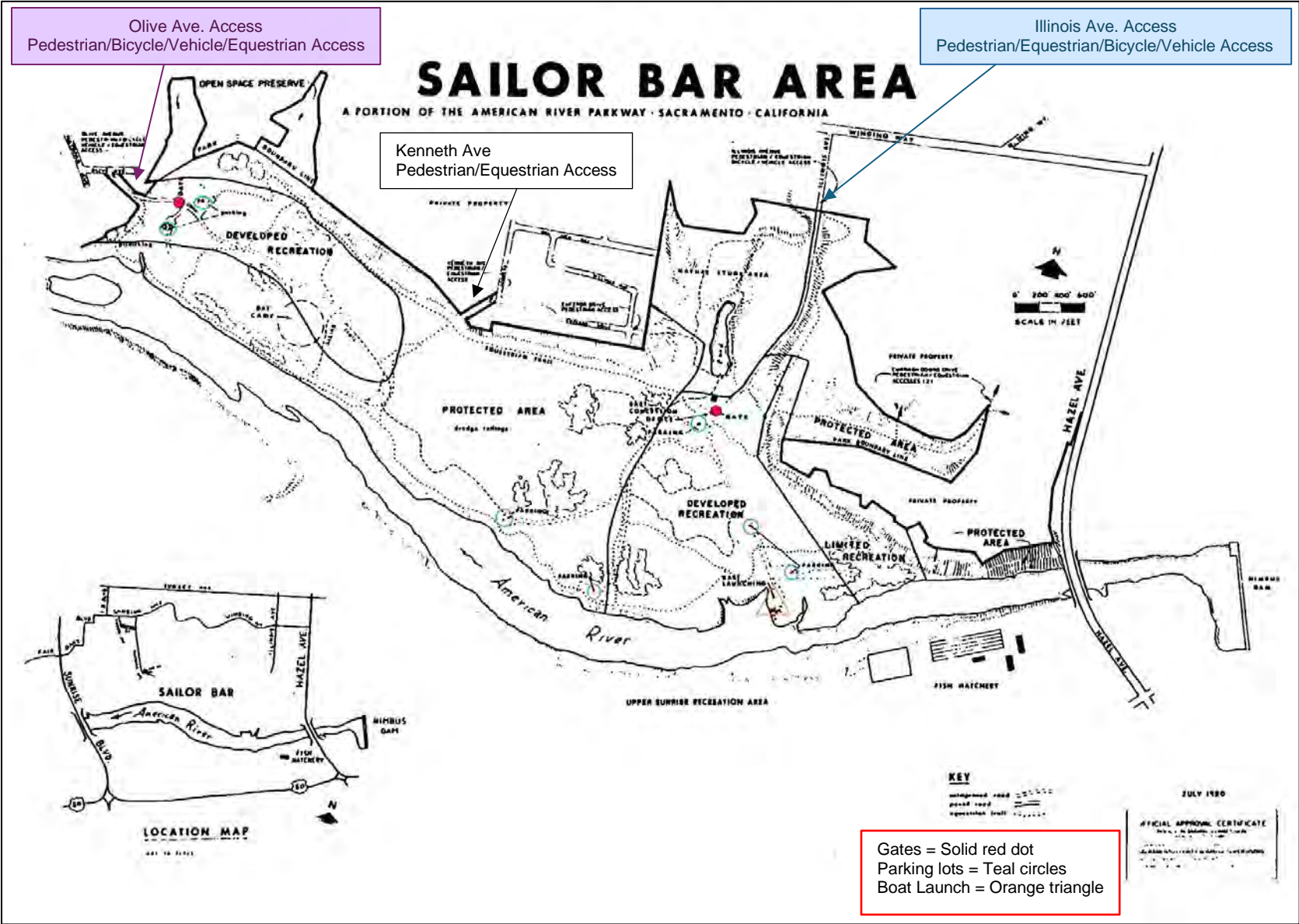
The County adopted a negative declaration and approved an update to the ARPP in 1985. The County published a Notice of Determination for the negative declaration on September 4, 1985. The 1985 ARPP included an exhibit of the Sailor Bar Area, which is provided in Plate AD-3. The Olive Avenue and Illinois Avenue vehicle access roads are identified in Plate AD-3 and the parking lots throughout Sailor Bar are circled in teal. The two vehicle access roads have gates inside the Parkway, as shown by a solid red dot. The 1985 Sailor Bar Area Map also identifies that pedestrians, bicyclists, vehicles and equestrian users may utilize both Olive Avenue and Illinois Avenue for access into the Parkway. There is an access for only pedestrians and equestrians at Kenneth Avenue, which is labeled on the exhibit. The 1985 ARPP described Sailor Bar as being bisected by roads and these byways provide access to the river for fishing and boating, as well as emergency access. The roads are defined by post and cable to prevent uncontrolled and unlawful use of vehicles off the road.

In 2002, the County began another update of the ARPP. The County collaborated with stakeholders and the public, and the Board of Supervisors ultimately adopted the “Sacramento County American River Parkway Plan 2008” (hereinafter referred as the “2008 ARPP” or the “Parkway Plan Update”). An EIR was prepared which analyzed the changes between the 1985 ARPP and the Parkway Plan Update (County Control Number 03-GPB-0332, State Clearinghouse Number 2007032125). The County Board of Supervisors approved the Parkway Plan Update and certified the Final EIR in September 2008.

The Parkway Plan Update did not require any changes or amendments to the Sacramento County General Plan land use diagram or Zoning designations. The Parkway Plan Update included amendments to 10 of the 19 Area Plans: Discovery Park Area, Woodlake Area, Cal Expo Area, Paradise Beach Area, Watt Avenue Area, SARA (Save the American River Association) Park Area, River Bend Area, Rossmoor Bar Area, Sunrise Bluffs Area, and Ancil Hoffman, to designate planned facilities and uses. The Parkway Plan Update also included 127 new and/or amended policies, and a new discretionary recreational use to allow recreational use of unpaved maintenance roads (i.e., walking, running, bicycling).

The Parkway Plan Update described Sailor Bar Area as having two public access points for vehicles from Olive Avenue and Illinois Avenue and roads that are defined by posts and cables to prevent unlawful use by vehicles. Plate AD-1, included herein and at page 202 of the 2008 ARPP, shows the designated public access roads within the Sailor Bar Area, which includes the roads proposed to be re-opened.

Plate AD-3: Sailor Bar Area Map from the 1985 American River Parkway Plan



Sacramento County Regional Parks obtained a Routine Maintenance Agreement from the Department of Fish and Wildlife (Agreement No. 1600-2020-0233-R2) (hereinafter the “RMA”) that covers the Parkway. This RMA covers routine maintenance, including vegetation control in channels or on banks, minor erosion control work, road and trail maintenance, repair of facilities, invasive species removal, and habitat restoration. The RMA is valid until January 25, 2033.

In December 2023, Regional Parks began deferred maintenance work (i.e., repairs and maintenance activities that were suspended around 2010 due to limited funding and staffing) in accordance with the RMA. Below is an itemized list of work that has already been completed and a list of planned maintenance activities.

Completed Deferred Maintenance:

- Repairs to existing posts and cables.
- Filling in potholes on un-improved roads, including maintenance/emergency roads.
- Repairs to rock walls in the western parking lot.
- Removal of old picnic tables that were in disrepair.
- New signage and replacement of old signage.
- Installation of four (4) new dog waste stations.

Future and On-going Maintenance:

- Invasive plant treatments in grassland areas and at the pond.
- Planting of native pollinator plants.
- Installation of new Interpretive Signs.
- Equestrian trail maintenance.
- Mapping and signage for foot trails.
- Replacement of tables and benches.
- Placement of fishing line receptacles.

ANALYSIS OF PROPOSED MODIFICATIONS

Per the 1985 ARPP and the 2008 ARPP, and as analyzed in the associated Parkway Plan Update Final EIR, Olive Avenue and Illinois Avenue, and the gravel public access roads that lead into the Parkway, have historically been open and available to the public. Both Olive Avenue and Illinois Avenue lead to parking lots and connect with unpaved gravel public access roads that allow vehicles to park closer to the river for easier access. The parking lots and gravel roads were closed over ten years ago after drastic reductions to Regional Parks staffing levels. Now that staff levels have recovered, Regional Parks is proposing to re-open the gravel public access roads and parking lots at Sailor Bar. The proposed project does not propose constructing or formalizing any new public access roads or parking areas, nor does it propose to expand the existing access roads or parking areas. The proposed project would re-open the designated public access roads and parking areas for vehicles, consistent with the 2008 ARPP and historical use.

The existing public access roads to be re-opened are within the Developed Recreation and Protected Areas of Sailor Bar Area Plan, as depicted on Plate AD-1. The 2008 ARPP states that vehicle roads are permitted in Developed Recreation, Limited Recreation and Protected Areas (Policy 8.1, 2008 ARPP Page 125). Policy 8.5 of the 2008 ARPP also states that parking must be

consistent with approved area plans and must be constructed using best management practices to ensure permeability and reduce run-off damage and be buffered by native vegetation plantings. Although the proposed project does not include paving, existing roads are very compacted and are likely not very permeable and do not support plants or wildlife habitat.

The project is consistent with the 2008 ARPP in that the project does not establish any new facility or use and does not construct any new roadway or parking facility.

When the County prepared the EIR for the Parkway Plan Update, all of the public access roads within Sailor Bar were open and were part of the baseline condition. The Parkway Plan Update did not change or update the Sailor Bar Area Plan as compared to the 1985 ARPP. Similarly, the proposed project (i.e., re-opening public access roads) would not change or update the Sailor Bar Area Plan. The proposed project would return the gravel public access roads and parking lots to their previous and designated use, as analyzed in the Final EIR. The closure of the access points to vehicular traffic around 2010 has not introduced any changed circumstances that cause new significant environmental effects or a substantial increase in the severity of previously identified significant effects, which would require major revisions to the previous Final EIR.

ENVIRONMENTAL CHECKLIST FOR ADDENDUM ENVIRONMENTAL REVIEW

The environmental checklist evaluates whether there are changed circumstances, changes to the project, or new information of substantial importance that triggers the requirement for subsequent or supplemental review. A “No” answer indicates that the criteria has not been met.

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

Where Impact was Analyzed. This column provides a cross-reference to the pages of the prior environmental documents where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts? Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in a new significant impact or a substantial increase in the severity of a previously identified impact that has not already been considered by the prior negative declaration or environmental impact report.

Are There Substantial Changes With Respect to Circumstances Involving New Significant Impacts? Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the circumstances under which the project is undertaken which have occurred subsequent to the certification or adoption of the prior negative declaration or environmental impact report, which would result in the proposed project having new significant environmental impacts that were not considered in the prior environmental document or that substantially increase the severity of a previously identified impact.

Is There New Information Showing New Significant Impacts? Pursuant to Section 15162(a)(3)(A–D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous negative declaration or environmental impact report was certified or adopted shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; (B) significant effects previously examined will

be substantially more severe than shown in the prior environmental documents; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Mitigation Measures Implemented or Addressing Impacts. Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether the prior environmental documents provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures may have already been implemented. A “Yes” response will be provided in any instance where mitigation was included, regardless of whether the mitigation has been completed at this time. If “None” is indicated, this environmental analysis concludes a significant impact does not occur with this project, no mitigation was previously included, and no mitigation is needed.

DISCUSSION AND MITIGATION SECTIONS

Discussion. A discussion of the elements of the checklist is provided under each environmental category to provide substantial evidence to support the conclusions therein. The discussion provides information about the environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or has already been implemented.

Mitigation Measures. Applicable mitigation measures from the prior environmental review that apply to the project are listed under each environmental category.

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Have a substantial adverse effect on a scenic vista?	Page 11-9 through 11-24	No	No	No	Yes
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Page 11-9 through 11-24	No	No	No	Yes
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views ¹ of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Page 11-9 through 11-24	No	No	No	Yes
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Page 11-9 through 11-24	No	No	No	None
Notes: ¹ Public views are those that are experienced from a publicly accessible vantage point.					

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use around 2010 because of shortages in staffing and funding. However, the closure did not result in any physical changes that could affect aesthetics or visual quality of Sailor Bar. The roads, parking lots and associated post and cables were not removed or decommissioned, and the roads continued to be used by staff and maintained to facilitate access by emergency vehicles and access for ongoing maintenance at Sailor Bar. Re-opening the roads for public use will not increase vehicle capacity at Sailor Bar beyond what was anticipated in the Final EIR. The use of existing facilities does not result in a physical aesthetic impact.

The Final EIR for the American River Parkway Plan Update concluded that potential aesthetic impacts would be avoided or offset by mitigation measures recommended in other topical chapters (Land Use and Biological Resources), but these were specifically related to actions proposed in the Discovery Park, Woodlake, Cal Expo

and SARA Park areas and none of them were associated with the use of existing designated public access roads. None of these measures apply to the Sailor Bar area.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

Because the proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects, no additional mitigation is required.

II. AGRICULTURE AND FORESTRY RESOURCES

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Page CK-14-2 through CK-14-3	No	No	No	None
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Page CK-14-2 through CK-14-3	No	No	No	None
c. Introduce incompatible uses in the vicinity of existing agricultural uses?	N/A	N/A	N/A	N/A	None
d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?	N/A	N/A	N/A	N/A	None
e. Result in the loss of forest land or conversion of forest land to non-forest use?	N/A	N/A	N/A	N/A	None
f. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Page CK-14-2 through CK-14-3	No	No	No	None

DISCUSSION

The Final EIR concluded there were no agricultural resources that would be affected by the project. Potential impacts to forestry resources were not included in the Final EIR due to the lack of forestry resources within County limits. The conclusion of the Final EIR remains appropriate to the proposed project.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

III. AIRPORTS

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?-	Page CK-14-3	No	No	No	None
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?	Page CK-14-3	No	No	No	None
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?	Page CK-14-3	No	No	No	None
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Page CK-14-3	No	No	No	None

DISCUSSION

The Final EIR concluded that portions of the Parkway are near Mather Airport, but people utilizing the Parkway will not be exposed to airport or aircraft noise in excess of standards. Development or use along the Parkway does not affect air traffic movement or navigable airspace. The conclusion of the Final EIR remains appropriate to the proposed project.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

IV. AIR QUALITY

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Conflict with or obstruct implementation of the applicable air quality plan?	Page 9-8 through 9-11	No	No	No	None
b. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Page 9-8 through 9-11	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Page CK-14-5	No	No	No	None
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Page CK-14-5	No	No	No	None

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

The Parkway Plan Update Final EIR concluded that operational air quality impacts are less than significant. The Final EIR concluded that there would be potentially significant construction related air quality impacts and included mitigation measures- Mitigation Measures AQ-1 (construction grading) and AQ-2 (Ozone) to reduce potential construction related emissions. The proposed project does not include construction, and the above mitigation measures are therefore not applicable.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use due to shortages in staffing and funding. Since that time, the roads have continued to be used and maintained to ensure ongoing access for maintenance vehicles and emergency vehicles. As previously concluded in the Parkway Plan Update Final EIR, vehicle emissions as a result of users and visitors of the Parkway are not substantial enough to create an adverse air quality impact. The amenities remained unchanged. Re-opening these roads for public use would not induce more vehicle travel than was considered in the Final EIR.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

Because the proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects, no additional mitigation is required.

V. BIOLOGICAL RESOURCES

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Page 6-13 through 6-18; Page 6-99 through 6-112	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Page 6-8 through 6-11; Page 6-91 through 6-92	No	No	No	Yes
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Page 6-10 through 6-11; Page 6-88 through 6-90	No	No	No	Yes
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Page 6-8 through 6-113	No	No	No	Yes
e. Adversely affect or result in the removal of native or landmark trees?	Page 6-12; Page 6-93 through 6-97	No	No	No	Yes
f. Conflict with any local policies or ordinances protecting biological resources?	Page 6-80 through 6-88	No	No	No	Yes
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	N/A	No	No	No	None

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor

Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. Since that time, these roads have continued to be used by Regional Parks staff and maintained to ensure ongoing access for maintenance vehicles and emergency vehicles. Closure of the roads to public access did not result in any physical changes to the area. In addition, pedestrians (including dog walkers), bicyclists and horseback riders have continued to use the access roads.

In January 2024, at the Recreation and Park Commission (RPC) meeting, Regional Parks staff provided an update regarding activities at Sailor Bar, noting that staff has begun certain maintenance work that had been deferred for the past 10+ years, and describing Regional Parks' plan to re-open the access roads. Public comments were received at this meeting, citing concerns with increased traffic, and concerns about potential impacts to a rookery located near one of the parking lot areas to be re-opened. The RPC members directed Regional Parks staff to prepare a report for the next meeting.

At the February 22, 2024 RPC meeting, Regional Parks reported back that a Great-blue Heron nest was active near one of the parking lots (this was identified by public comments as a rookery). Regional Parks biological staff noted that the nesting pair had acclimated to the very active use of the nearby equestrian and pedestrian trail. Through consultation with the State Department of Fish and Wildlife (Dylan Wood, Senior Environmental Scientist) (DFW), staff determined that seasonal closure of the nearby parking lot would be more than adequate to protect the existing nest. The proposed closure from January to July would apply to the road segment off of Illinois Avenue that leads to the eastern most gravel parking lot nearest to the nest. The seasonal closure has been incorporated into the project and is identified in blue outline on Plate AD-2.

Additionally, staff reported to the RPC that maintenance staff had installed four (4) new dog waste stations -two each at Illinois Avenue and Olive Avenue access points-which are intended to facilitate a cleaner park and protect water quality. There will also be an increase in Ranger patrols in the area to provide an increased level of education about the importance of picking up and properly disposing of pet waste, as well as keeping dogs on leashes to protect them from dangerous wildlife encounters (e.g., rattle snakes, coyotes, etc.). New improvements, such as ranger presence and enforcement, signage, and recent addition of dog waste stations in existing parking lots will help to protect the natural resources at Sailor Bar and ensure public safety.

Routine maintenance activities within the Parkway, including public access and maintenance roads, are covered under the RMA issued by the Department of Fish and Wildlife. This RMA also covers vegetation control in channels or on banks, minor erosion control work, road and trail maintenance, repair of facilities, invasive species removal and small habitat restorations. The RMA is valid until January 25, 2033, and covers maintenance activities at Sailor Bar, including maintenance along the roads.

On September 19, 2024, Regional Parks biological staff accessed the California Natural Diversity Database (CNDDDB) QuickView Tool to determine if any changes in biological species in the area have occurred since preparation of the Parkway Plan Update Final EIR, which analyzed 36 special status wildlife species. While some of the sensitive species identified in the original analysis have changed status, there have not been any new occurrences in the Sailor Bar area. The special status species that have a potential to occur in the area are: northwestern pond turtle (*Actinemys marmorata*), Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), bank swallow (*Riparia riparia*), Swainson's hawk (*Buteo swainsoni*), and white-tailed kite (*Elanus leucurus*). Re-opening the public access roads would not have a substantial adverse effect on these species' habitats because the roads currently exist and have been maintained and utilized by maintenance staff. The roads have also been continuously used by pedestrians (including dog walkers), bicyclists, and horseback riders. The available habitat in the project area has neither increased nor decreased due to the road closure.

The Sailor Bar area is dominated by Oak Woodlands, Riparian Woodlands, Grasslands and unvegetated areas and has remained stable since the Parkway Plan Update Final EIR. The unpaved public access roads have continued to be utilized and maintained since they were closed, and re-opening the public access roads would not result in removal of vegetation or alteration of vegetation communities.

The gravel roads are compacted from years of vehicle use (including use by maintenance vehicles). Because the roads have continued to be used by pedestrians (including dog walkers), bicyclists, and horseback riders, re-establishment of vegetation or use by wildlife in the immediate vicinity is low. Continued seasonal closure of the access road in proximity to the rookery would further ensure protection of species within the area. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

Mitigation Measures are not applicable to the project because the proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects.

VI. CULTURAL RESOURCES

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Page 10-12 through 10-17; Page 10-23 through 10-26	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Page 10-12 through 10-17; Page 10-23 through 10-26	No	No	No	Yes
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	Page 10-12 through 10-17; Page 10-23 through 10-26	No	No	No	Yes

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

The Final EIR for the Parkway Plan Update included mitigation measures to reduce potential impacts to historical and archeological resources. Impacts to historical or cultural resources generally occur when areas are designated for more intensive uses that may result in more disturbances, such as new construction, or utilization of new facilities. After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. However, the closure did not result in any ground disturbances since the roads, parking lots and associated posts and cables were not removed or decommissioned. The roads continue to be used by pedestrians, bicyclists, and equestrians, as well as Regional Parks staff vehicles for maintenance and emergency uses.

Mitigation Measures CR-1 (Retain Important Cultural Features), CR-2 (Construction Cultural Survey), CR-3 (Sensitive Resources in Construction Area) and CR-4 (Inadvertent Discovery) from the Parkway Plan Update Final EIR are not applicable to the proposed project since the proposed project does not include any ground disturbances or new facilities.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

Mitigation Measures are not applicable to the project because the proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects.

VII. ENERGY

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	N/A	No	No	No	None
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	N/A	No	No	No	None

DISCUSSION

The Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G to include four new sections, one of which is Energy. The new Energy section in Appendix G was formerly in CEQA Guidelines Appendix F, so while it is new to the checklist, it is not new to the CEQA Guidelines. The Final EIR does not address the current Appendix G checklist questions related to energy; however, energy demands were addressed in the Final EIR (see Page 5-2 and 5-3 of the Final EIR) and it was concluded that the energy demands would be small and the ability of utility companies to provide service is not impacted.

Re-opening the roads and parking lots does not change the prior conclusions of the Final EIR related to energy demands because no construction is anticipated and operations do not require any substantial amount of energy. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

VIII. GEOLOGY AND SOILS

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	-	-	-	-	-
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Page 8-12 through 8-13	No	No	No	None
ii. Strong seismic ground shaking?	Page 8-12 through 8-13	No	No	No	None
iii. Seismic-related ground failure, including liquefaction?	Page 8-12 through 8-13	No	No	No	None
iv. Landslides?	Page 8-12 through 8-13	No	No	No	None
b. Result in substantial soil erosion or the loss of topsoil?	Page CK-14-7 & Page 7-7 through 7-12; 7-29 through 7-30	No	No	No	Yes
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Page 8-3 through 8-13	No	No	No	None
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	N/A	No	No	No	None
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Page CK-14-8	No	No	No	None
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Page CK-14-8	No	No	No	None

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. However, the closure did not result in any physical changes that could affect geological features of Sailor Bar since the roads, parking lots, and associated posts and cables were not removed or decommissioned, and the roads continued to be used by pedestrians, equestrians, bicycles, dog walkers, etc. Further, the roads continued to be used by Regional Parks staff for maintenance and emergency use, and the roads were maintained to facilitate access. The Final EIR for the Parkway Plan Update included two mitigation measures to address potential soil erosion impacts during construction. However, since re-opening the roads for public vehicle use will not require any construction, the project does not warrant inclusion or implementation of those mitigation measures.

Regional Parks has an RMA from the Department of Fish and Wildlife (Agreement No. 1600-2020-0233-R2; CEQA NOE Class 1 and 33) that covers the entire Parkway. The RMA covers vegetation control in channels or on banks, minor erosion control work, minor amounts of sediment removal from boat launches, road and trail maintenance, repair of facilities, invasive species removal and small habitat restorations. The RMA covers maintenance activities at Sailor Bar, including maintenance along the roads, and the RMA is valid until January 25, 2033.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

Because the proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects, no additional mitigation is required.

IX. GREENHOUSE GAS EMISSIONS

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Page 9-12 through 9-14	No	No	No	None
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Page 9-12 through 9-14	No	No	No	None

DISCUSSION

The Final EIR concluded that the Parkway Plan Update would not negatively affect the State’s ability to meet greenhouse gas (GHG) reduction targets, and determined that GHG emissions were therefore less than significant. There are very few vehicular roadways within the Parkway and those that do exist provide access to parking lots, not to vehicular sight-seeing.

After certification of the Final EIR, the unpaved access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. The closure did not affect access to the boat launch (from Illinois Avenue) or access to Turtle Pond for warm water fishing. Re-opening of the roads will not introduce new vehicles to Sailor Bar or re-route vehicle trips compared to what was considered in the Final EIR.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

X. HAZARDS AND HAZARDOUS MATERIALS

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Page CK-14-9	No	No	No	None
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Page CK-14-9	No	No	No	None
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Page CK-14-9	No	No	No	None
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Page CK-14-10	No	No	No	None
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Page CK-14-10	No	No	No	None
f. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	N/A	No	No	No	None

DISCUSSION

The Parkway Plan Final EIR concluded that compliance with all local, state, and federal regulations would ensure that impacts related to hazards and hazardous materials would be less than significant. Refer to the Wildfire section below for a discussion about Wildfire and CEQA Guidelines Appendix G.

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. However, the closure did not result in any physical changes (i.e., existing post and cables were not removed, and roads were not decommissioned) and the roads continued to be used by pedestrians, bicyclists, horseback riders, and Regional Park staff. Staff also maintained the roads to facilitate access for maintenance and emergency vehicles. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XI. HYDROLOGY AND WATER QUALITY

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	Yes
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	None
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	None
i. result in a substantial erosion or siltation on- or off-site;	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	Yes
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	None
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	None
iv. impede or redirect flood flows?	Page 7-10 through 7-12; Page 7-26 through 7-30	No	No	No	None
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	N/A	No	No	No	None
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Page 7-20 through 7-26	No	No	No	None

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved public access roads and parking lots were open and available for public use.

The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

The Final EIR concluded that trails in the Parkway will not affect hydrology in any significant way and do not have a hydrological impact. The Final EIR concluded that for construction activities, the main concern is erosion control and keeping construction materials from encountering water that will then flow into water bodies. Erosion control mechanisms are already in place through compliance with the County *Land Grading and Erosion Control Ordinance* and utilization of the design components of the latest version of the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions*. Mitigation was included in the Final EIR to reduce construction and post-construction related water quality impacts.

After certification of the Final EIR, the unpaved public access roads and associated parking lots within Sailor Bar were closed to public use due to shortages in staffing and funding. However, the closure did not result in any physical changes that could affect hydrology or water quality. The roads, parking lots, and associated post and cables were not removed or decommissioned. Further, the roads continued to be used by Regional Parks staff for maintenance and emergency use, which required staff to conduct some maintenance to facilitate the required staff and emergency vehicle access. As such, the environmental setting as it relates to hydrological factors has not changed and the use of existing facilities does not result in a physical hydrological or water quality impact. Re-opening the access roads would also not require any construction. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

The proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects and therefore no additional mitigation is required.

XII. LAND USE AND PLANNING

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Physically divide an established community?	Page 4-10 through 4-28	No	No	No	None
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Page 4-10 through 4-28	No	No	No	None

DISCUSSION

The Final EIR prepared for the Parkway Plan Update discussed the types of uses allowed in each of the American River Parkway Plan land use designations. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan. Since the Sailor Bar vehicle access points and all the associated paved and unpaved public access roads and parking lots were open and available for public use at the time of the Parkway Plan Update, the Final EIR assumed no changes to the existing facilities, land use or operations at Sailor Bar. The analysis assumed continued public use of the designated access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points. The Final EIR concluded that potential significant impacts would be avoided or lessened with mitigation. However, as discussed in the Aesthetics section above, the Land Use related mitigation measures were specifically related to actions proposed in the Discovery Park, Woodlake, Cal Expo and SARA Park areas and none of them were associated with use of existing designated public access roads.

The closure of the unpaved access roads and associated parking lots within Sailor Bar occurred after the certification of the Final EIR due to shortages in staffing and funding. Although the roads and parking lots were closed to public use, these roads and parking lots remained in use by Regional Park staff for maintenance and emergency vehicle use. Neither the closure nor the re-opening of the access points to vehicular traffic has or will introduce any changed circumstances or new information related to Land Use. The proposed project does not change the land use designations within Sailor Bar. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XIII. MINERAL RESOURCES

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR ?
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	Page CK-14-8	No	No	No	None
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Page CK-14-8	No	No	No	None

DISCUSSION

The American River Parkway is not designated by the Sacramento County General Plan to have significant mineral resources in the area and the American River Parkway Plan does not permit mining. The Final EIR concluded that the impacts of the Parkway Plan Update to mineral resources were less than significant.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XIV. NOISE

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Page CK-14-6	No	No	No	None
b. Generation of excessive groundborne vibration or groundborne noise levels?	Page CK-14-6	No	No	No	None

DISCUSSION

The Parkway Plan Update Final EIR addressed vibration, construction and operational noise (including the potential for night-time construction) and found either no impact or less than significant impacts. When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include changes or modifications to the facilities or operations for the Sailor Bar Area Plan. Therefore, the analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. The closure did not result in any physical changes since the roads, parking lots, and associated posts and cables were not removed or decommissioned. Further, the roads continued to be used occasionally by Regional Parks staff for maintenance and emergency use.

The current closure of the access points to vehicular traffic has not introduced any changed circumstances or new information related to noise that would require new analysis that was not previously addressed in the Final EIR and the proposed project to re-open existing access roads and parking lots to public use does not substantially change the noise environment of the area as there is no construction associated with the project and vehicle use is only allowed during normal park operating hours.

Public use of the unpaved roads and parking lots within Sailor Bar does not result in vibration or construction-related noise, and since vehicle use is only allowed during normal park operating hours, the conclusion that noise impacts are less than significant remain applicable to the project. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XV. POPULATION AND HOUSING

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Page CK-14-2	No	No	No	None
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Page CK-14-2	No	No	No	None

DISCUSSION

The Final EIR concluded that the implementation of the Parkway Plan Update would not result in unplanned growth and would not displace people or housing, and no mitigation is required. The Parkway is a recreational feature in Sacramento County and the public use of the two vehicle access points (Olive Avenue and Illinois Avenue), gravel roads and informal parking lots were considered in the Final EIR for the Parkway Plan.

After certification of the Final EIR, the unpaved roads and associated parking lots were closed to public use due to shortages in staffing and funding. The closure did not result in any physical changes that could affect population growth or displace people or housing. Public use of the roads and parking lots does not include for, or change, the amount of residential land uses within the Parkway. Furthermore, the project does not involve housing, businesses or displace residents. The proposed project does not induce substantial population growth and the conclusion of the Final EIR remains applicable to the project. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XVI. PUBLIC SERVICES

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	-	-	-	-	-
Fire protection?	Page 5-3 through 5-4; Page CK-14-4	No	No	No	None
Police protection?	Page 5-4; Page CK-14-4	No	No	No	None
Schools?	Page CK-14-4	No	No	No	None
Parks?	Page CK-14-4	No	No	No	None
Other public facilities?	Page 5-4 through 5-8; Page CK-14-4	No	No	No	None

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points. The Final EIR acknowledged that the Parkway Plan Update would have an incremental increase in demand for emergency services; however, no substantial adverse physical impacts were identified. The Final EIR concluded that the Parkway Plan Update would have less than significant impacts on public services and no mitigation is required.

After certification of the Final EIR, the unpaved public access roads and associated parking lots within Sailor Bar were closed to public use around 2010 due to shortages in staffing and funding. However, Regional Parks staff continued to use the roads and maintained these roads to facilitate access by maintenance and emergency vehicles.

Neither the closure nor re-opening of the access points to vehicular traffic has or will introduce any changed circumstances or new information related to public services that would require new analysis that was not previously addressed in the Final EIR. The proposed project does not change the prior conclusions of the Final EIR related to public services. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XVII. RECREATION

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Page CK-14-4	No	No	No	None
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Page CK-14-4	No	No	No	None

DISCUSSION

The Final EIR concluded that the Parkway Plan Update would have either no impact or less than significant impacts on recreation and no mitigation is required. The Parkway is a recreational facility and has been developed to serve the entire region. The Sailor Bar vehicle access points were open and available for public use at the time the Parkway Plan Update Final EIR was certified. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

The closure of some of the unpaved access roads and associated parking lots within Sailor Bar occurred after certification of the Final EIR, due to shortages in staffing and funding around 2010. Public vehicles have continued to access the fishing pond and boat launch from Illinois Avenue. Vehicle access also remained accessible to the first small parking lot from the Olive Avenue access point. Closure of the access roads has limited how close people can park vehicles to the river, but Sailor Bar amenities are still accessible, and have been accessed on foot by walking around or through the vehicle gates. Since the gate closure, the roads have continued to be used by pedestrians, bicyclists, dog walkers, equestrians, etc.

The proposal to re-open the roads and associated parking lots to public vehicular use will provide the same access to recreational amenities at Sailor Bar as was contemplated in the Parkway Plan Update Final EIR. Re-opening the access roads and parking lots will benefit those with mobility issues because it will allow access to the river as it was assumed in the Parkway Plan.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XVIII. TRANSPORTATION

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Page 5-4 through 5-5	No	No	No	None
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?	N/A	No	No	No	None
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Page CK-14-5	No	No	No	None
d. Result in inadequate emergency access?	Page CK-14-5	No	No	No	None

DISCUSSION

The Final EIR for the American River Parkway Plan Update was released prior to 2020, when the CEQA Guidelines were updated to provide that Level of Service (LOS) is no longer a CEQA impact, and to require analysis of Vehicle Miles Traveled (VMT). Projects subject to supplemental review under CEQA do not need to address new subject matter, even where a prior EIR did not address the topic. (See, e.g., *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 525, 530-532; *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806-808; see also CEQA Guidelines, § 15007, subds. (b), (c) “[a]mendments to the guidelines apply prospectively only,” and “[i]f a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guidelines amendments”.) The CEQA Guidelines state that VMT analysis “shall apply prospectively as described in Section 15007.” (CEQA Guidelines, § 15064.3, subd. (c).)

The Sailor Bar vehicle access points and all the associated paved and unpaved public access roads and parking lots were open and available for public use at the time the Parkway Plan Update Final EIR was certified. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points. The Final EIR concluded that the Parkway Plan Update would have either no impact or less-than-significant impacts on transportation and no mitigation is required.

After certification of the Final EIR, around 2010, portions of the existing unpaved public access roads and associated parking lots within Sailor Bar were closed to public use due to shortages in staffing and funding. Olive Avenue access was closed beyond the first parking lot- park users/visitors currently have to park at the parking lot and either go by foot, bicycle or horse to reach the American River. Along Illinois Avenue, vehicular access to the pond for warm water fishing and the boat launch facility remain accessible by vehicle.

Regional Parks has provided Day Use data based on staffing of entrance kiosks at Sailor Bar over the past 23 years (from 2000 to 2023). The data is limiting, as it is only available for when the kiosks were staffed and there are some months and years for which data is unavailable. However, there is fairly consistent data for the months of May through October over the past 23 years. The numbers are provided in Table AD-1 below (an N/A indicates that the kiosk was not staffed and as such, there is no data available). The average number of vehicles utilizing Sailor Bar per month during the busy months of May through October has been between 20 and 75 vehicles per day. There were a handful of outliers of more than 100 vehicles per day, which are shown as shaded cells and red text in Table AD-1. Average attendance did not fluctuate significantly prior to closure (around 2009) or after closure. This is likely because the main recreational amenity that relies on vehicle access -the boat launch- has remained accessible to vehicles.

Re-opening the access roads will not increase vehicle traffic to Sailor Bar beyond what was contemplated in the Parkway Plan Update Final EIR.

Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

Table AD-1: Average Attendance Per Day Kiosk Was Staffed

Month	'00	'01	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
May	N/A	32	19	39	74	24	38	42	35	N/A	N/A	19	92	N/A	25	35	62	41	35	21	N/A	N/A	179	19
June	N/A	35	30	32	36	49	41	10	48	N/A	N/A	74	N/A	N/A	31	47	67	34	41	40	86	N/A	210	19
July	N/A	43	29	36	33	53	58	52	41	N/A	N/A	109	53	N/A	33	61	66	54	61	51	84	58	N/A	21
Aug.	N/A	26	33	28	32	30	37	29	33	N/A	N/A	74	N/A	N/A	30	34	48	54	31	52	N/A	N/A	N/A	20
Sept.	47	62	39	28	37	70	38	38	36	N/A	47	56	92	44	30	29	47	44	31	25	N/A	41	N/A	N/A
Oct.	151	178	131	105	82	80	83	47	28	N/A	N/A	99	126	73	35	23	56	46	60	29	50	28	N/A	N/A

XIX. TRIBAL CULTURAL RESOURCES

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	-	-	-	-	-
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Page 10-15 through 10-24	No	No	No	Yes
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Page 10-15 through 10-24	No	No	No	Yes

DISCUSSION

The Final EIR does not address current State CEQA Guidelines initial study checklist questions related to tribal cultural resources as a separate section, but it is incorporated into the discussion regarding the cultural resources analysis.

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from the Olive Avenue and the Illinois Avenue access points.

The Final EIR for the Parkway Plan Update included mitigation measures to reduce potential impacts to historical and archeological resources. The closure of the Sailor Bar unpaved public access roads and associated parking lots occurred after certification of the Final EIR, around 2010, due to shortages in staffing and funding. The closure did not result in any ground disturbances since the roads, parking lots, and associated posts and cables were not removed or decommissioned. The roads continued to be used for maintenance and emergency uses.

Similar to the discussion in the Cultural Resources section, impacts to cultural resources or tribal resources occur when areas are designated for intensive uses or result in ground disturbances, such as new construction or utilization of new facilities. The roads continue to be used by pedestrians, dog walkers, bicyclists, and equestrians, as well as Regional Parks staff vehicles for maintenance and emergency uses. Since the proposed project does not include any ground disturbances or new facilities the mitigation measures related to cultural resources are not applicable to the proposed project. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

Because the proposed project does not result in new significant environmental effects or substantially increase any previously identified significant effects, no additional mitigation is required.

XX. UTILITIES AND SERVICE SYSTEMS

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Page 5-2 through 5-8	No	No	No	None
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Page 5-7	No	No	No	None
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Page 5-5 through 5-7	No	No	No	None
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Page CK-14-4	No	No	No	None
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?	Page CK-14-4	No	No	No	None
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?	Page 5-2 through 5-3	No	No	No	None
g. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Page CK-14-4	No	No	No	None

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued vehicle use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points. The Final EIR concluded that the Parkway Plan Update would have either no impact or less-than-significant impacts on utilities and service systems and no mitigation is required.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use due to shortages in staffing and funding. However, the closure did not result in any physical changes that could affect utilities and service systems since the roads, parking lots and associated post and cables were not removed or decommissioned. Since that time these roads have continued to be used and maintained to ensure ongoing access for maintenance vehicles and emergency vehicles. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XXI. WILDFIRE

	Where Impact was Analyzed in Parkway Plan Update EIR	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in Parkway Plan Update EIR?
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A	No	No	No	None
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A	No	No	No	None
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A	No	No	No	None
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A	No	No	No	None

DISCUSSION

The Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form) to include four new sections (Tribal Cultural Resources, Energy, Wildfire, and Greenhouse Gases). The Final EIR for the Parkway Plan Update was released prior to these CEQA Guidelines updates.

Projects subject to supplemental review under CEQA do not need to address new subject matter, even where a prior EIR did not address the topic. (See, e.g., *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 525, 530-532; *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806-808; see also CEQA Guidelines, § 15007, subs. (b), (c) [“[a]mendments to the guidelines apply prospectively only,” and “[i]f a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guidelines amendments”].)

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points, and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

After certification of the Final EIR, the unpaved public access roads and associated parking lots were closed to public use because of shortages in staffing and funding. Although closed to public use, the roads continued to

be used by staff and maintained to facilitate access by emergency and maintenance vehicles. Maintenance includes removal of vegetation that could pose fire hazards. Neither the closure nor the proposed project to re-open the access points to public use has introduced any changed circumstance or new information related to wildfire that would require new analysis that was not previously addressed in the Final EIR. None of the modifications to CEQA Guidelines Appendix G require new analysis related to impacts which were not known, or which could have been known, at the time of the preparation of the Final EIR. Pursuant to CEQA Guidelines Section 15164, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

MITIGATION MEASURES ADDRESSING IMPACT

None Required.

XXII. OTHER CONSIDERATIONS

Since certification of the Final EIR for the Parkway Plan Update, the Office of Planning and Research (OPR) has updated CEQA Guidelines Appendix G (Environmental Checklist Form) to include four new topical sections (Tribal Cultural Resources, Energy, Greenhouse Gases and Wildfire) and includes new and modified requirements as part of the Transportation/Traffic section. The new Energy section was formerly included in CEQA Guidelines Appendix F, but has been moved into Appendix G, so while it is new to the checklist, it is not new to the CEQA Guidelines. The changes to the Transportation/Traffic section, which is now called Transportation, refocus the analysis on vehicle miles traveled (VMT). These changes were addressed in the topical sections above.

Projects subject to supplemental review under CEQA do not need to address new subject matter, even where a prior EIR did not address the topic (See, e.g., *Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 525, 530-532; *Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806-808; see also CEQA Guidelines Section 15007(b)(c) “[a]mendments to the guidelines apply prospectively only,” and “[i]f a document meets the content requirements in effect when the document is set out for public review, the document shall not need to be revised to conform to any new content requirements in guidelines amendments”).) As such, the adoption of new topical sections does not constitute significant new information, and impacts are less than significant.

Based on the foregoing, none of the modifications to CEQA Guidelines Appendix G require further analysis related to impacts which were not known, or which could not have been known at the time the Final EIR was prepared. Therefore, an Addendum is the appropriate environmental document to describe the impacts of the project.

XXIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Where Impact was Analyzed in Prior Environmental Document	New Significant or Substantially More Severe Impacts?	New Circumstances Involving New Significant or Substantially More Severe Impacts?	New Information Requiring New Analysis or Verification?	Adopted Mitigation Measures in American River Parkway Plan Update Final EIR?
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Chapter 6 and Chapter 10	No	No	No	Yes
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Page 12-5 through 12-6	No	No	No	None
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Final EIR	No	No	No	Yes

DISCUSSION

When the Parkway Plan Update Final EIR was certified, the Sailor Bar vehicle access points and all the associated paved and unpaved public access roads and parking lots were open and available for public use. The Parkway Plan Update did not include any changes or modifications to the Sailor Bar Area Plan; therefore, the Final EIR for the Parkway Plan Update assumed no changes to the existing facilities or operation of Sailor Bar. The analysis assumed continued public use of the designated public access roads and parking lots from both the Olive Avenue and the Illinois Avenue access points.

Potential impacts to biological resources are addressed throughout Chapter 6 of the EIR. Potential impacts to cultural resources are addressed in Chapter 10 of the EIR. Generally, ground disturbances or expansion of facilities are the type of actions that result to biological and cultural resource impacts.

After certification of the Final EIR, the unpaved access roads and associated parking lots were closed to public use around 2010 due to shortages in staffing and funding. The closure did not impact biological or cultural resources since there were no physical changes (such as ground disturbances or expansion of facilities) and the roads continued to be used by Regional Parks staff and were maintained to facilitate access by maintenance and emergency vehicles. The closure did not affect public vehicle access to the fishing pond or boat launch facility (from Illinois Avenue access) but instead limited how close a vehicle could park in relation to the American

River. The recreational features (i.e., attraction or draw to Sailor Bar) consist mostly of walking, bicycling or equestrian use.

The proposed project to re-open the unpaved and paved access roads and associated parking to public use is not expected to result in a substantial increase in users or visitors since the recreational features remain the same and do not expand the overall use of the Parkway.

For the cumulative analysis, the Final EIR concluded that the American River Parkway Plan is a plan-level document that will span many years and that impacts of the Parkway Plan Update are inherently cumulative. The Final EIR indicates that with implementation of all identified Mitigation Measures, the Parkway Plan Update would not result in cumulative impacts.

As discussed in the previous topical sections, the proposed project does not result in any new significant environmental effects or substantially increase any previously identified significant effects, and the project does not warrant inclusion or implementation of the mitigation measures identified in the prior Final EIR.

Pursuant to CEQA Guidelines Section 15164, the County finds that none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent environmental document have occurred.

ENVIRONMENTAL DETERMINATION

In reviewing the project level information provided for this project and acting as Lead Agency, the County of Sacramento has determined that the following findings can be made, pursuant to CEQA Guidelines sections 15162 and 15164. As supported by substantial evidence contained within this Addendum to the American River Parkway Plan Update Final EIR, the Lead Agency makes the following findings:

- No substantial changes are proposed in the project which would require major revisions of the previous EIR or Mitigated Negative Declaration.
- No substantial changes have occurred with respect to the circumstances under which the project is undertaken.
- There is no new information of substantial importance which was not known and could not have been known with the exercise of due diligence at the time the previous EIR was certified as complete, or the Mitigated Negative Declaration was adopted.
- Neither the project nor changed circumstances will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Date: 10/28/24

By: _____

Julie Newton
Environmental Coordinator

LIST OF PREPARERS

LEAD AGENCY

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ATTACHMENTS

Attachment A: American River Parkway Plan Update Final EIR (County Control No. 03-0332)

Due to length, Attachment A is available to view at Sacramento County Planning and Environmental Review, 827 7th Street Room 225, Sacramento, CA 95814 during normal business hours, or online at <https://planningdocuments.saccounty.net/> and conduct a search using the control number PLER2024-00036.





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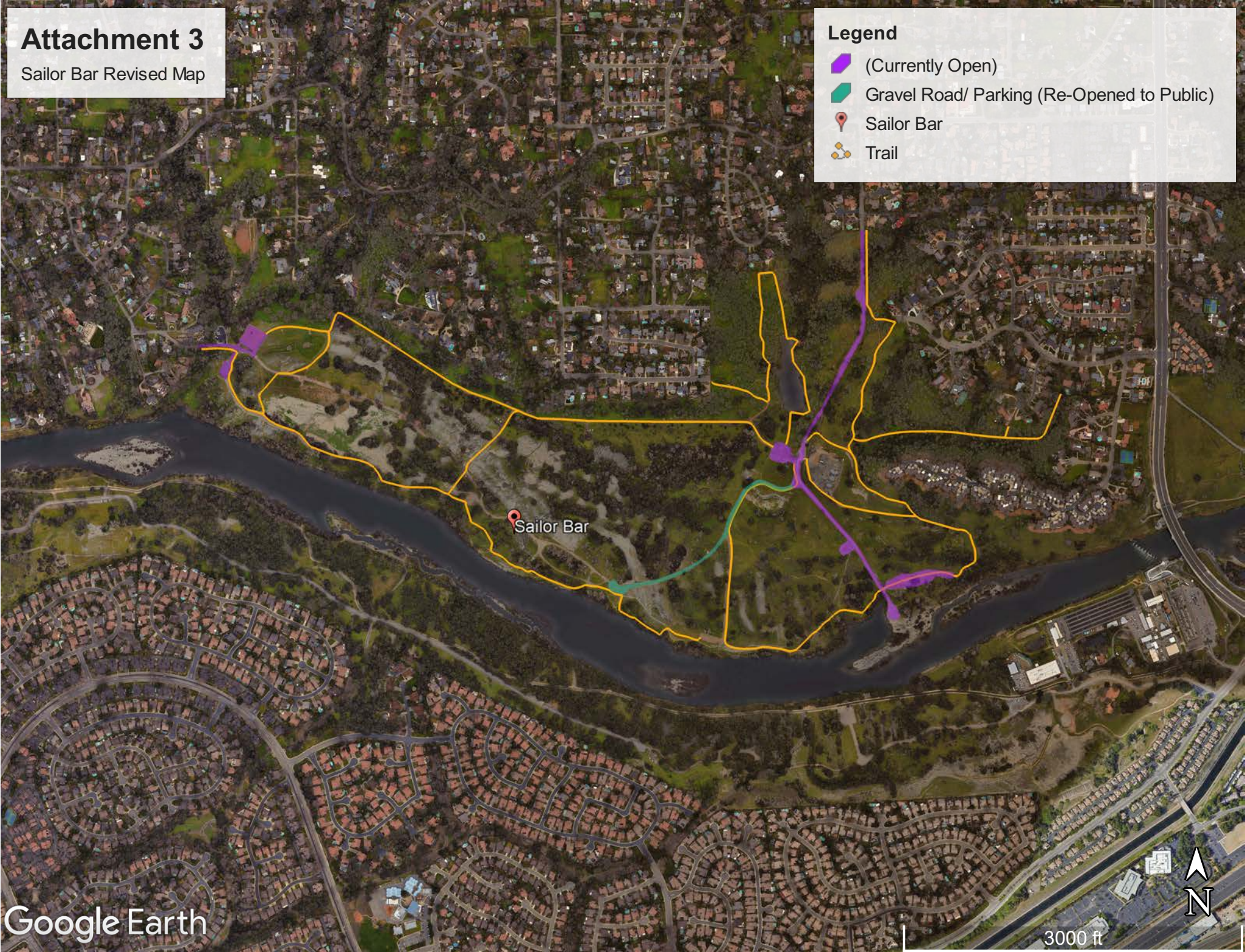
<https://planningdocuments.saccounty.net/projectdetails.aspx?projectID=9639&communityID=7>

Attachment 3

Sailor Bar Revised Map

Legend

-  (Currently Open)
-  Gravel Road/ Parking (Re-Opened to Public)
-  Sailor Bar
-  Trail



Google Earth

3000 ft

