



# CITY OF SACRAMENTO

DEPARTMENT OF PARKS  
AND COMMUNITY SERVICES  
3520 FIFTH AVENUE SACRAMENTO, CALIFORNIA 95817  
TELEPHONE (916) 449-5200

ROBERT P. THOMAS  
DIRECTOR

G. ERLING LINGGI  
ASSISTANT DIRECTOR

APPROVED  
BY THE CITY COUNCIL

JAN 22 1985

OFFICE OF THE  
CITY CLERK

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

January 17, 1985

City Council  
Sacramento, California

Honorable Members in Session:

- SUBJECT: 1. Final Environmental Impact Report on Del Paso Park Master Plan Implementation Program
2. Del Paso Regional Park Revised Master Plan

### SUMMARY

The Final Environmental Impact Report on the Del Paso Regional Park Master Plan Implementation Program and a revised plan based on the EIR findings are hereby transmitted to the City Council. The attached report was heard before the Planning and Community Development Committee on January 16, 1985. After taking public testimony, it is recommended that the City Council take action on the Final EIR and the Revised Master Plan as amended by the Planning and Community Development Committee.

### PLANNING AND COMMUNITY DEVELOPMENT COMMITTEE ACTION

The Planning and Community Development Committee, at their January 16, 1985 meeting, reviewed the Del Paso Park Regional Park Final EIR and Revised Master Plan. Extensive public testimony was heard. The Committee unanimously approved the staff recommendation with the condition that the sod farm be relocated within three years. This recommendation has been incorporated into the resolution Exhibit 3.

A management plan will be developed to preserve, protect and maintain the areas designated as natural habitat.

### RECOMMENDATION

It is recommended that the City Council, by resolution:

1. Determine that the Final EIR is adequate.

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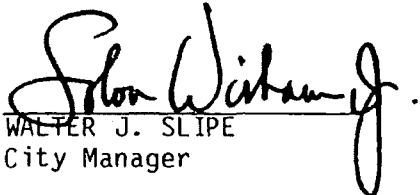
2. Certify that the EIR has been prepared in compliance with State CEQA Guidelines and that the City Council has considered the information contained in the EIR.
3. Determine that the most of the project's potential significant impacts have been mitigated to less than significant level by including mitigation measures identified in the Final EIR and in this report into the project; and that other impacts identified as unavoidable significant impacts area acceptable because mitigation measures have been developed in order to reduce these impacts to the extent feasible; and, on balancing the benefits to be realized by approval of the project against the remaining environmental risks, certain economic, social and other considerations as identified in the attached resolution, outweigh the impacts and support approval of the project.
4. Adopt the Final EIR on the Del Paso Regional Park Implementation Program, including Statement of Overriding Consideration.
5. Adopt the Revised Master Plan as presented on Exhibits 1, 2, and 3 and direct staff to implement the Plan as shown.

Respectfully submitted,



ROBERT P. THOMAS, Director  
Parks and Community Services

Recommendation Approved:



for: WALTER J. SLIPE  
City Manager

RPT:js

Attachments

January 22, 1985  
District 2

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# RESOLUTION NO. 85-057

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

RESOLUTION ADOPTING THE FINAL ENVIRONMENTAL IMPACT REPORT  
FOR THE DEL PASO REGIONAL PARK MASTER PLAN IMPLEMENTATION  
PROGRAM AND THE REVISED DEL PASO  
REGIONAL PARK MASTER PLAN

APPROVED  
BY THE CITY COUNCIL

JAN 22 1985

OFFICE OF THE  
CITY CLERK

WHEREAS, the City has had two noticed public hearings on the document entitled "Final Environmental Impact Report - Del Paso Regional Park Implementation Program" by the City Planning and Community Development Committee on January 16, 1985, and City Council on January 22, 1985;

WHEREAS, the City Council and the Planning and Community Development Committee have considered the documentary and oral evidence submitted at public hearings;

WHEREAS, the City Council has received and reviewed the Planning and Community Development Committee's recommendation on environmental effects of the Final EIR;

NOW, THEREFORE, BE IT RESOLVED by the City Council that the Council hereby determines and certifies:

1. That the Final Environmental Impact Report is adequate.
2. That the document has been prepared in compliance with the provisions of the California Environmental Quality Act, the State CEQA Guidelines, and the City Environmental Procedures, and that the City Council has reviewed and considered the information contained in the Final EIR.
3. That most of the project's potentially significant impacts have been mitigated to a less than significant impact by the adoption of mitigation measures identified in the Final EIR.
4. That the Final EIR identified the following significant adverse impacts which cannot be mitigated to a less than significant adverse impact:
  - a. Inconsistent with Land Use Policies. Potentially inconsistent with 1982 Sacramento County General Plan and one of the general policies of the 1984 City Master Plan for Park Facilities and Recreation Services calling for acquisition of natural areas, maintaining the natural environment for low intensity uses and requiring that special use areas should not be objectionable for other uses. The road would provide access to habitat area.

Mitigation: The revised plan recommends designating the area shown on Exhibits E-1 and E-2 as natural habitat in perpetuity. While this does not add natural habitat to the park, it affords protection not currently provided. This is more beneficial for those areas than leaving them unprotected and subject to future development. The revised plan includes installing fencing and post and cable barrier systems to prevent human and vehicle traffic to natural habitat area. The revised plan also includes removal of the tree farm, which will add to the natural habitat area.

- b. Located in the Airport Land Use Commission's Overflight Zone. Advisory guidelines recommend against locating uses which may result in large numbers of people in this area due mainly to noise problems and safety concerns. The complex is outside McClellan approach zones and is 5,500 feet from the center of the approach zone. Although there is a slight chance of an accident, the remote possibility may be a significant impact which cannot be mitigated.
  - c. The vernal pool located in southern area of project would be lost to the parking lot development. Mitigation: Three of the four vernal pools north of the proposed complex will be preserved. Removal of the tree farm will prevent further degradation of the remaining three pools. A spring study will be conducted to determine if there are any rare or endangered plant species in any of the four pools.
  - d. Construction of bridge across Arcade Creek would cause a direct loss of wildlife habitat and would disrupt the continuous vegetational corridor west of Watt Avenue, which may reduce its value as wildlife habitat. Mitigation: A steep berm will be built on the bridge approach to discourage wildlife crossing and direct wildlife under the bridge.
5. Notwithstanding the disclosure of the significant adverse impacts which cannot be mitigated to less than significant impacts, the City Council determines pursuant to Section 15093 of the State EIR Guidelines that the benefits of the proposed project outweigh the adverse impacts, and the project should be and is hereby approved.

The Council specifically finds and makes this statement of overriding considerations that there are special social, economic, and other reasons for approving this project notwithstanding the substantial adverse impacts disclosed in the Draft EIR and Final EIR. The reasons are as follows:

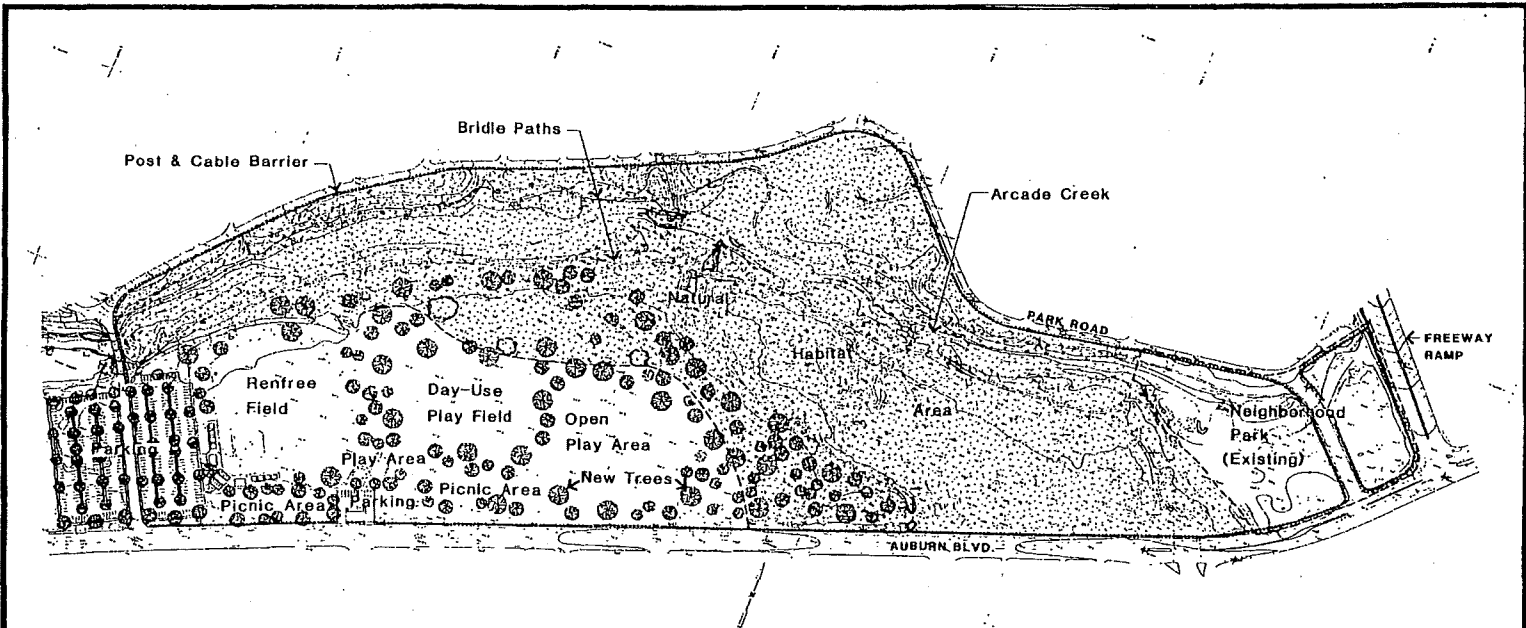
- a. The project will provide service to approximately 2,650 softball teams in Sacramento City and County;
- b. The project will provide an economic benefit from increased sales and transient occupancy taxes;

- c. The project will provide an economic benefit to the economy created by out-of-town visitors;
  - d. The project will stimulate jobs during construction as well as umpires, maintenance personnel, concession, recreation, restaurant and motel workers;
  - e. The project will stimulate business activity through concession development and operation.
6. The project, as modified by adoption of the mitigation measures described in the Final EIR is described in Exhibits 1, 2, and 3 hereto.
  7. That the alternative "No Project" is the only scenario which will reduce significant and unavoidable impacts on land use policies, vernal pools and wildlife to less than significant levels, and that this alternative is not feasible because the site is located in the center of a substantially urban area, and protecting the site in its natural state would constitute a substantial financial commitment requiring constant guarding but would provide little recreational benefit.
  8. That the Del Paso Regional Park Revised Plan is hereby adopted as shown on Exhibits 1, 2, and 3 and staff is directed to implement the Plan as shown.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK



*East Side Master Plan*

**DEL PASO PARK**

APPROX. SCALE: 1"=450'

REVISIONS	NO.	DESCRIPTION	DATE	BY

DRAWN BY	
DESIGNED BY	
LANDSCAPE ARCHITECT	
DATE	DEC. 1984
FIELD BOOK	
SCALE	1"=140'

CITY OF SACRAMENTO  
DEPARTMENT OF COMMUNITY SERVICES



DEL PASO PARK

3/8  
SHE

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EXHIBIT 2

REVISED DEL PASO REGIONAL PARK MASTER PLAN

The Del Paso Regional Park revised plan includes a four-field lighted softball complex, 500-space parking lot, warm-up and picnic area, and preserved natural habitat west of Watt Avenue.

East of Watt Avenue improvements include expanding Renfree Field parking lot to meet the current demands; combining the day use open space and neighborhood park into one continuous area and locating an unlighted soccer field within the day use area and a small parking lot (approximately 16 spaces) to meet the picnic area needs; and designating a large natural habitat area to be permanently preserved.

This description will reference the visual presentation shown on Exhibits 1 and 2.

Access Bridge - The bridge will be built 500+ feet west of Watt Avenue via the most direct route to avoid impact on vegetation and avoid paralleling the riparian corridor. Construction of a steep berm on the bridge ramps to route wildlife along the creek is necessary. It is intended that the bridge will be sufficiently high to allow equestrian passage on the bridle trail during fair weather months. If this is not feasible, an on-grade equestrian crossing with appropriate signage will be provided.

Access Road - The access road will parallel Watt Avenue and Interstate 80 to the parking lot south of the complex. Road shoulders will be provided to accommodate disabled vehicles. Parking along access road will be prohibited and strictly enforced. Installation of a post and cable system is necessary to protect non-vehicle access. Enforcement of strict limits of work during construction is necessary. Reasonable efforts will be made to protect the oak tree near Watt Avenue.

Sports Complex - The wheel-like configuration of four lighted softball fields will be supported by bleacher seating for approximately 7,000; food concession; restrooms, a combination warm-up, tot lot and picnic area. The complex will be situated south of the three vernal pools and oak woodland between the golf course and Interstate 80. Drainage will be provided to protect the terrace from irrigation run-off. Access to the habitat area will be restricted by fencing the complex. Centralizing the support facilities is the most efficient method for operation. Native vegetation will be used in landscaping except within the complex lawn area.

Parking Lot - Paved parking will be provided south of the complex along Interstate 80. 500 spaces will be adequate, yet not excessive. Overflow parking will be permitted south of the paved lot during peak use and the future Light Rail parking lot may be utilized during peak use. The parking lot shall conform to the local tree shading ordinance.

Interpretive Trail - The State grant application includes funds for an interpretive trail. Staff will work closely to develop an interpretive trail for educational purposes with the Science Center and interested groups and individuals.

Tree Farm/Sod Farm (Existing) - The revised plan includes removal of the tree farm located in the terrace area. The trees are housed in planters above ground and the farm is not efficient. The sod farm will be relocated within three years. Intrusion by maintenance workers to the natural habitat areas would be avoided by providing a barrier between the golf course and the natural habitat area.

Natural Habitat Area West of Watt Avenue - The area north of the complex to Longview Drive and situated between the sod farm and Watt Avenue is to be permanently preserved as natural habitat. This area is shown on the map of the revised plan.

Emergency Access - Emergency access to the complex will be provided through the golf course on the maintenance road.

Day Use Area/Neighborhood Park - The day use area and neighborhood park are combined into one continuous area. Limited parking (approximately 16 spaces) will be provided to accommodate neighborhood park uses. A toilet area, picnic tables, and an unlighted soccer field are included. Post and cable barrier system will be provided to restrict vehicle access to the natural habitat area. The turfed area is depicted on the accompanying map. Landscaping will consist of native vegetation except for the turf. The original conceptual master plan adopted by the City Council in January 1983 included the provision that the day use area be the last to be developed. Since that time, the environmental review was prepared and a revised plan recommended which combines the day use and neighborhood park and provides for more area to be permanently preserved. The revised plan does not restrict the timing of the day use/neighborhood park development.

Expansion of Renfree Parking Lot - The revised plan includes parking for 250-300 vehicles. The use of a greenlot will be studied and depending on outcome and funding sources, may be installed in place of a paved lot. Native vegetal buffers will be used for aesthetic purposes. One large oak which is in poor condition in the parking lot will be impacted. Reasonable efforts will be made to retain the oak tree.

Natural Habitat East of Watt Avenue - The area parallel to Arcade Creek and the area known as Norris Swale is to be permanently protected from future development. The boundaries of the area are shown on the accompanying map. Post and cable barrier system will be constructed to prevent vehicle access to the natural habitat area.

Bridle Paths - It is anticipated that the access bridge will be constructed to permit equestrian crossing under the access bridge during fair weather. If this is not possible, an on-grade crossing and appropriate signs will be developed. Asphalt trail stabilization should be provided under the access bridge and Watt Avenue. Funding will be sought.



Land North of Longview - The final plan does not include this area.

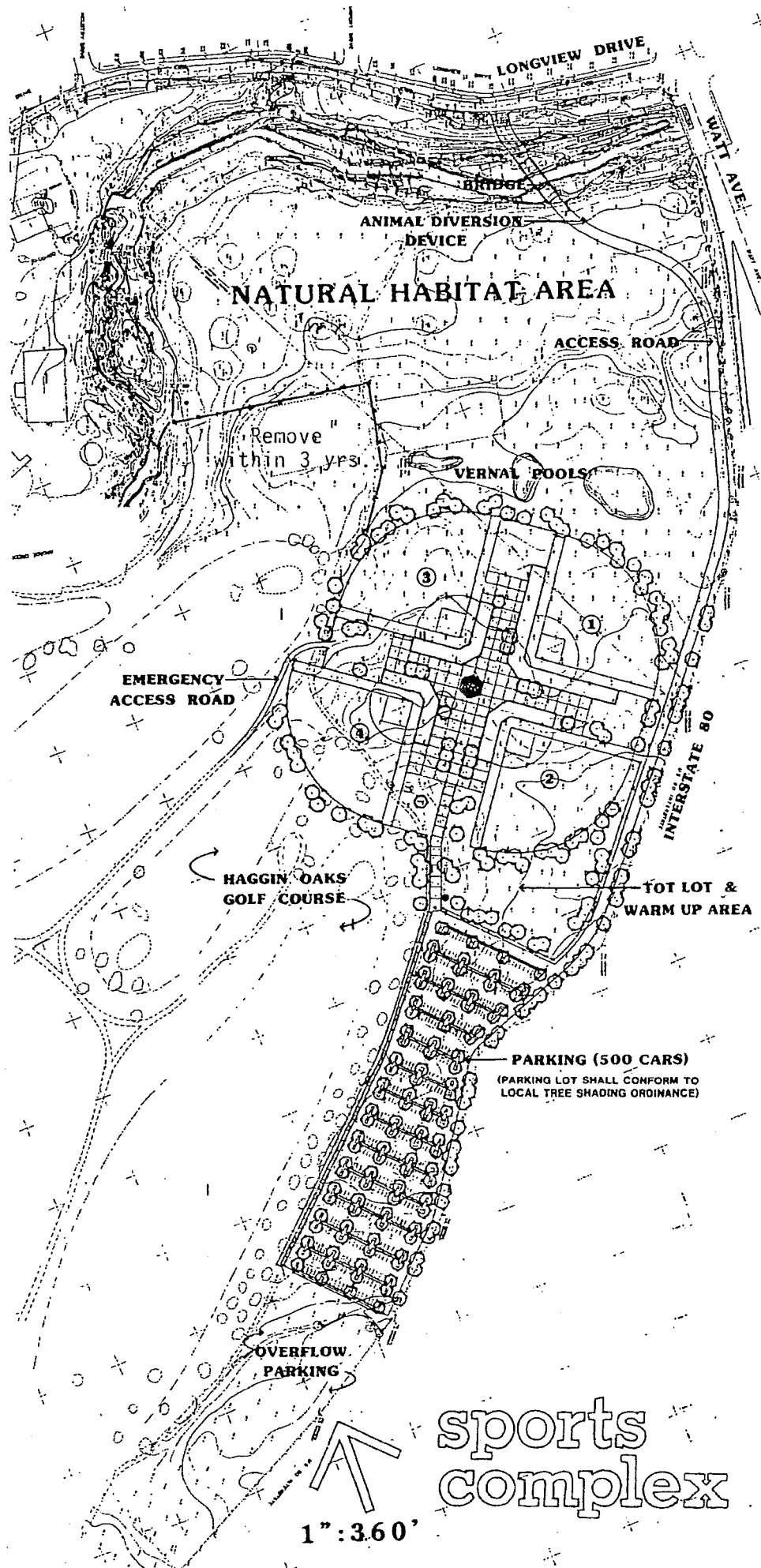
Planting Golf Course Rough Areas - In the future, the eastern half of the golf course rough areas will be planted with native trees. The area will continue to be mowed in order to avoid slowing the golf course play.

Construction - Strict limits of work area will be required during construction.

Coordination of Park Activities - The Department of Parks and Community Services will be responsible for coordinating the park activities to avoid peak uses by all facilities.

Management Plan - A management plan will be developed to preserve, protect and maintain the areas designated as natural habitat areas.

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sports complex

1" : 360'



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ROBERT P. THOMAS  
DIRECTOR

G. ERLING LINGGI  
ASSISTANT DIRECTOR

January 9, 1985

Planning and Community Development Committee  
Sacramento, California

Honorable Members in Session:

- SUBJECT: 1. Final Environmental Impact Report on Del Paso Park Master Plan Implementation Program
2. Del Paso Regional Park Revised Master Plan

### SUMMARY

The Final Environmental Impact Report on the Del Paso Regional Park Master Plan Implementation Program and a revised plan based on the EIR findings are hereby transmitted to the City Council's Planning and Community Development Committee. After taking testimony on the Final EIR and the Revised Plan, it is recommended that the Planning and Community Development Committee forward the following recommendations to the City Council and that the City Council:

1. determine that the Final EIR is adequate;
2. certify that the Final EIR has been prepared in compliance with State CEQA Guidelines;
3. determine that most significant impacts have been mitigated;
4. adopt a Statement of Overriding Consideration for certain unavoidable significant impacts for which mitigation measures have been developed to reduce the impacts to the extent feasible; and
5. adopt the revised Del Paso Regional Park Master Plan and direct staff to implement the revised plan.

### BACKGROUND INFORMATION

Del Paso Regional Park (679 acres) is partially developed with an 18-hole and two 9-hole golf courses, a lighted baseball field, and several leased facilities encompassing 433 acres. The park is located between Interstate 30 and Auburn Boulevard. Watt Avenue bisects the park.

The master plan process for the remaining 246 undeveloped park acres was initiated based upon interest expressed by the City Council, Sacramento County Board of Supervisors, and the Council of Recreation and Park Agencies in locating a sports complex in the northern portion of Sacramento County. On their July 8, 1982 meeting, the Sacramento County Board of Supervisors accepted a sports facility study from the Council of Recreation and Park Agencies which identified the lack of sports fields in the City and County of Sacramento. At this meeting, the Board of Supervisors indicated an interest in the joint development of a sports complex at Del Paso Regional Park with the City of Sacramento.

On September 16, 1982, the City Department of Parks and Community Services conducted the first of five public meetings on the development of the Del Paso Regional Park Master Plan. A variety of interest groups was represented including environmentalists; adjacent property owners; a multitude of sports organizations for soccer, rugby, baseball, softball, tennis, cross-country, polo, frisbee and golf; the Sacramento Horsemen's Association; the County of Sacramento Parks and Recreation Department; Council of Recreation and Park Agencies; and the Sacramento Jaycees.

In January 1983, a final conceptual master plan was presented at a public meeting (Exhibit A). The master plan included a sports complex, day recreational area, expanded Renfree Field parking lot, neighborhood park and preservation of significant natural habitat areas. In March 1983, the City Council ratified a Negative Declaration on that conceptual master plan and adopted the conceptual plan with the understanding that implementation of specific components would require subsequent environmental review.

In June 1984, the voters passed the California Parklands Bond Act, whereby grant funds are available on a competitive basis for park improvements. Based on the high need and lack of similar facilities, the proposed sports complex was determined to be a competitive project for State grant funds. In November 1984, the City and County submitted a joint application to the State for a \$1 million grant for the construction of the sports complex, picnic area and interpretive trails. Successful applicants will be notified on or about February 1, 1985. The City Council and the Board of Supervisors approved an agreement for the joint development and operations of the sports complex subject to the EIR and Final Plan.

On September 18, 1984, Jones and Stokes Associates, a local well-respected environmental consulting firm, was selected to prepare an environmental assessment of the implementation of the proposed master plan. A public meeting was held October 8, 1984 to describe the project, explain the process, and summarize issues to be covered in the EIR, resulting in many written comments being received.

On November 6, 1984, the Draft EIR was distributed to libraries, public agencies, community groups, and interested citizens for a 30-day public review period. A public workshop meeting was held November 14, 1984 and was attended by 35 individuals. A public hearing to receive comments on the accuracy and comprehensiveness of the Draft EIR was held before the City Council's Planning and Community Development Committee on November 28. Comments received during the public review period and the November 28 public hearing and responses to each comment are included in the Final EIR.

The Final EIR was distributed on January 2, 1985 for a seven-day public review period which concludes on January 9. A public hearing on the Final EIR and revised Del Paso Regional Park Master Plan is scheduled before the Planning and Community Development Committee on January 16 to be followed by the City Council hearing January 22.

#### DISCUSSION

The environmental consulting firm was requested to prepare an environmental assessment on components of the conceptual master plan (Exhibit A). Their evaluation includes three alternative configurations of the sports complex (Exhibits B, C, and D), access roads and parking lots; the proposed day use area; neighborhood park; Renfree Field parking lot; and preservation of natural habitat areas. Based on the EIR evaluation and public input to date, the recommended Final Plan (Exhibits E-1 and E-2) is a modified combination of the sports complex and parking lot shown on Exhibit C and the access road shown on Exhibit D; and the area east of Watt Avenue on the master plan modified to reduce the environmental impacts. This document has been prepared in the form of an addendum to the Draft EIR. A Summary of the Environmental Impacts and Mitigation Measures are discussed in Exhibit F. The detailed environmental impacts and mitigation measures are discussed at length in the Draft EIR document and Final EIR addendum. The EIR is an informational document to aid in the local planning and decision making process.

Several groups have actively participated in the environmental review process, including the Arcade Creek Restoration Committee, Environmental Council of Sacramento, the Audubon Society, California Native Plant Society, Sacramento Horsemen's Association, Greater Sacramento Softball Association, Golden Seniors Softball Club, and many others. With their assistance as well as that of the environmental consultants, Jones and Stokes Associates, a viable plan for the proposed development in Del Paso Park along with a balance of permanently preserved natural habitat area is presented as Exhibits E-1 and E-2.

#### EIR FINDINGS

The EIR evaluates several project alternatives. The alternatives are summarized on Exhibit F and shown on Exhibits B, C and D. The area east of Watt Avenue was evaluated based on the conceptual master plan shown on Exhibit A. In reviewing the potential environmental impacts, a revised plan utilizing the basic components of Exhibit C (which was Alternative 2 in the EIR), together with

the Access Road shown on Exhibit B (which was Access Road C in Alternative 3 in EIR), was developed. The area east of Watt Avenue was also revised based on the EIR evaluation and public comments. The sports complex/parking lot configuration shown on Exhibit C together with access road shown on Exhibit D, and the area east of Watt Avenue (Exhibits E-1 and E-2), modified to mitigate certain environmental impacts, will be the center of the following discussion of EIR Findings. The Findings will be presented in three sections identifying:

1. the potentially significant impacts of the proposed project and the mitigation measures which will reduce the impacts to a less than significant level;
2. the unavoidable significant impacts and mitigation measures which would reduce the impacts but not to a less than significant level; and
3. beneficial impacts.

POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

Land Use

- Expansion of the neighborhood park and development of the day use east of Watt Avenue area would impact the oak regeneration along the drainage ditch. Mitigation: The recommended plan combines the neighborhood park with the day use area and sets boundaries of day use area as shown on Exhibit E-2 to reduce impact on oak regeneration along the drainage ditch. A post and cable barrier would be installed to prevent vehicle access to the drainage ditch and natural habitat area. To protect the area from further development, it is recommended the area designated as natural habitat on Exhibits E-1 and E-2 be permanently preserved as a natural habitat area.

Vegetation

- Vernal pools in the north and south would be lost to development. Mitigation: The four vernal pools cover approximately .003 of one percent of the remaining low terrace vernal pool habitat in Sacramento County. The recommended plan (Exhibit E-1) is redesigned to shift the location of sports field south of the northern vernal pools. The southern-most pool would be lost to the parking lot development. Thus, three of the four vernal pools would be preserved.
- Riparian vegetation would be removed for bridge crossing. Mitigation: A direct route through the riparian area will minimize the biological loss. The access road in the revised plan is shifted to avoid paralleling the riparian corridor, which minimizes the biological loss as shown on Exhibit E-1.
- Some degradation of the oak savanna area would occur from the human use and vehicle access associated with the project. Mitigation: The recommended plan

includes fencing the complex and installing post and cable barriers to prevent access from the sports complex access road and day use area as well as post and cable barriers on the perimeter of the park. Park rangers should be used to patrol the area.

- The large oak tree located 50 feet from Watt Avenue where the access road will parallel Watt Avenue could be significantly impacted. Mitigation: Reasonable efforts will be made to protect this oak through techniques described in Appendix I of the EIR document.

#### Wildlife

- Location of the facility could impact the riparian wildlife and adjacent foraging areas. Mitigation: Locate the facility as far south as possible (see Exhibit E). The revised plan proposes to locate the access road parallel to Watt Avenue and then I-80 will avoid bisecting the foraging area.
- On-grade crossing of access road by wildlife will result in loss of wildlife. Mitigation: Construct steep berm along road near creek to route wildlife along creek, provide space to permit wildlife to cross under the bridge, and locate access road parallel to existing road (Watt Avenue) and Interstate 80.
- Disturbance to wildlife may result from access road paralleling the creek. Mitigation: The revised plan realigns the road to avoid paralleling creek.
- Development of day-use area and neighborhood park would eliminate valuable wildlife habitat for foraging raptors. Mitigation: The revised plan combines neighborhood park with day use area and sets boundaries as shown on Exhibit E-2. This will decrease the area proposed for active recreation.
- On the east side, populations of non-native species would probably increase as the grassland is replaced with lawn. Mitigation: Plant native vegetation for the landscaping.

#### Aesthetics

- The roadway paralleling the riparian corridor would constitute a visual impact. Mitigation: Design the road and landscaping to minimize impacts on the view from the creekside trail.
- Construction of the new Renfree Field parking lot would change the view from open space to a parking lot. Mitigation: Provide an adequate buffer between parking lot and science center, protect trees between Science Center and parking lot, and use landscaping to screen view. The use of a "greenlot" is being explored by the City and the Science Center. A greenlot is a grass parking lot with sub-surface concrete structural reinforcement.

Light and Glare

- ° Light and glare nuisances to freeway motorists. Mitigation: Adjust lights and use vegetational buffers. The recommended plan includes vegetational buffers. Wooden slats added to the chain link fence may be necessary.
- ° Lights could cause birds that use photo-period as a cue for breeding to start their reproductive cycle at wrong time of year which would reduce the chance of offspring survivals. Mitigation: Direct lights away from riparian zone.

Utilities/Public Services

- ° A separate crossing for water lines, sewer lines, gas service and electrical service would adversely impact creek. Mitigation: Route lines across proposed bridge.
- ° Inadequate fire flows, distance from paved services and improper hydrant spacing could hinder fire production. Mitigation: Provide adequate fire flows, locate hydrants as required, and locate buildings within 150 feet of paved surfaces.
- ° Single road access could hinder emergency access. Mitigation: The revised plan includes extension of the golf course maintenance road for emergency access. This revision meets the Police and Fire Department needs.
- ° Long access road not desirable; limited parking may encourage parking along access road. Mitigation: Enforce no parking to prevent parking along access road; 500 parking spaces will be provided with overflow capabilities and use of the proposed Light Rail parking facility is planned.

Maximum Utilization

- ° Maximum utilization may result in damage to the natural habitat area. Mitigation: The Department of Parks and Community Services will coordinate major events to avoid conflicting peak activity. Parking will be provided in designated areas and barriers to restrict access are included in the revised plan (Exhibits E-1 and E-2).

UNAVOIDABLE SIGNIFICANT IMPACTS

There are four unavoidable impacts that would occur as a result of implementing the project. These impacts, listed below, include both impacts that would be reduced through incorporation of mitigation measures but not to a less than significant level and impacts which could not be reversed within the life of the development due either to the nature of the impact or the probable infeasibility of the mitigation measures. Approval of the proposed project with these unavoidable significant impacts will require that a Statement of Overriding Consideration be adopted. However, the importance of providing a sports complex to meet the unmet recreational needs of the City and County outweigh the impacts.



- Inconsistent with Land Use Policies. Potentially inconsistent with 1982 Sacramento County General Plan and one of the general policies of the 1984 City Master Plan for Park Facilities and Recreation Services calling for acquisition of natural areas, maintaining the natural environment for low intensity uses and requiring that special use areas should not be objectionable for other uses. The road would provide access to habitat area. Mitigation: The revised plan recommends designating the area shown on Exhibits E-1 and E-2 as natural habitat in perpetuity. While this does not add natural habitat to the park, it affords protection not currently provided. This is more beneficial for those areas than leaving them unprotected and subject to future development. The revised plan includes installing fencing and post and cable barrier systems to prevent human and vehicle traffic to natural habitat area. The revised plan also includes removal of the tree farm, which will add to the natural habitat area.
- Located in the Airport Land Use Commission's Overflight Zone. Advisory guidelines recommend against locating uses which may result in large numbers of people in this area due mainly to noise problems and safety concerns. The complex is outside McClellan approach zones and is 5,500 feet from the center of the approach zone. Although there is a slight chance of an accident, the remote possibility may be a significant impact which cannot be mitigated.
- The vernal pool located in southern area of project would be lost to the parking lot development. Mitigation: Three of the four vernal pools north of the proposed complex will be preserved. Removal of the tree farm will prevent further degradation of the remaining three pools. A spring study will be conducted to determine if there are any rare or endangered plant species in any of the four pools.
- Construction of bridge across Arcade Creek would cause a direct loss of wildlife habitat and would disrupt the continuous vegetational corridor west of Watt Avenue, which may reduce its value as wildlife habitat. Mitigation: A steep berm will be built on the bridge approach to discourage wildlife crossing and direct wildlife under the bridge.

#### BENEFICIAL IMPACTS

The following beneficial impacts have been identified:

- Provide service to the present population. Approximately 240 organized softball teams are turned away each year. There are approximately 2,650 softball teams in Sacramento County and only 32 lighted softball fields within Sacramento County.
- Promotion of the policies of the 1984 Master Plan for Park Facilities and Recreation Services including cooperative planning; revenue producing

facilities; seeking grants; increasing concession activity; and seeking individual, private, and corporate support.

- ° Promotion of the policies of the 1982 Sacramento County General Plan including providing a full range of recreational activities; ensuring long-term protection of natural habitat; cooperative planning with other agencies; and striving toward a self-supporting facility.
- ° The project will expand recreation and park services.
- ° The project is intended to be self-supporting.
- ° The City and County will benefit from increased sales and transient occupancy taxes. Visitors to the complex are expected to bring an additional \$2 million annually to the local economy.
- ° The complex will stimulate new jobs during construction as well as 30 umpires, two to three maintenance personnel, ten concession workers, recreation staff, and unknown restaurant and motel workers to serve the users.

#### PROPOSED FINAL PLAN

The Del Paso Regional Park revised plan includes a four-field lighted softball complex, 500-space parking lot, warm-up and picnic area, and preserved natural habitat west of Watt Avenue. The configuration of the complex is the most operationally efficient design, yet meets the environmental concerns identified. The parking lot is adequate but not excessive. Overflow parking will be available.

The area designated as a preserved natural habitat is a beautiful riparian zone and terrace along Arcade Creek. This proposal for the habitat area will assure the protection for future generations.

East of Watt Avenue improvements include expanding Renfree Field parking lot to meet the current demands; combining the day use open space and neighborhood park into one continuous area and locating an unlighted soccer field within the day use area and a small parking lot (approximately 16 spaces) to meet the picnic area needs; and designating a large natural habitat area to be permanently preserved.

This revised plan is the result of many public meetings; an abundance of time and research by many individuals, groups, staff and the environmental consulting firm; and the on-going support of the many potential user groups. Exhibit E-1 presents an operationally sound and environmentally sensitive revised plan.

The revised final plan is discussed below by each component of the plan. This description will reference the visual presentation shown on Exhibits E-1 and E-2.

Access Bridge - The bridge will be built 500+ Feet west of Watt Avenue via the most direct route to avoid impact on vegetation and avoid paralleling the riparian corridor. Construction of a steep berm on the bridge ramps to route wildlife along the creek is necessary. It is intended that the bridge will be sufficiently high to allow equestrian passage on the bridle trail during fair weather months. If this is not feasible, an on-grade equestrian crossing with appropriate signage will be provided.

Access Road - The access road will parallel Watt Avenue and Interstate 80 to the parking lot south of the complex. Road shoulders will be provided to accommodate disabled vehicles. Parking along access road will be prohibited and strictly enforced. Installation of a post and cable system is necessary to protect non-vehicle access. Enforcement of strict limits of work during construction is necessary. Reasonable efforts will be made to protect the oak tree near Watt Avenue.

Parking Lot - Paved parking will be provided south of the complex along Interstate 80. 500 spaces will be adequate, yet not excessive. Overflow parking will be permitted south of the paved lot during peak use and the future Light Rail parking lot may be utilized during peak use. The parking lot shall conform to the local tree shading ordinance.

Interpretive Trail - The State grant application includes funds for an interpretive trail. Staff will work closely to develop an interpretive trail for educational purposes with the Science Center and interested groups and individuals.

Tree Farm/Sod Farm (Existing) - The revised plan includes removal of the tree farm located in the terrace area. The trees are housed in planters above ground and the farm is not efficient. The sod farm, however, would cost approximately \$15,400 to relocate. The proposed plan does not include removal of the sod farm for economic reasons. Intrusion by maintenance workers to the natural habitat areas would be avoided by providing a barrier between the access to the sod farm and the natural habitat area.

Natural Habitat Area West of Watt Avenue - The area north of the complex to Longview Drive and situated between the sod farm and Watt Avenue is to be permanently preserved as natural habitat. This area is shown on the map of the revised plan.

Emergency Access - Emergency access to the complex will be provided through the golf course on the maintenance road.

Day Use Area/Neighborhood Park - The day use area and neighborhood park are combined into one continuous area. Limited parking (approximately 15 spaces) will be provided to accommodate neighborhood park uses. A toilet area, picnic tables, and an unlighted soccer field are included. Post and cable barrier system will be provided to restrict vehicle access to the natural habitat area.

The turfed area is depicted on the accompanying map. Landscaping will consist of native vegetation except for the turf. The original conceptual master plan adopted by the City Council in January 1983 included the provision that the day use area be the last to be developed. Since that time, the environmental review was prepared and a revised plan recommended which combines the day use and neighborhood park and provides for more area to be permanently preserved. The revised plan does not restrict the timing of the day use/neighborhood park development.

Expansion of Renfree Parking Lot - The revised plan includes parking for 250-300 vehicles. The use of a greenlot will be studied and depending on outcome and funding sources, may be installed in place of a paved lot. Native vegetal buffers will be used for aesthetic purposes. One large oak which is in poor condition in the parking lot will be impacted. Reasonable efforts will be made to retain the oak tree.

Natural Habitat East of Watt Avenue - The area parallel to Arcade Creek and the area known as Norris Swale is to be permanently protected from future development. The boundaries of the area are shown on the accompanying map. Post and cable barrier system will be constructed to prevent vehicle access to the natural habitat area.

Bridle Paths - It is anticipated that the access bridge will be constructed to permit equestrian crossing under the access bridge during fair weather. If this is not possible, an on-grade crossing and appropriate signs will be developed. Asphalt trail stabilization should be provided under the access bridge and Watt Avenue. Funding will be sought.

Land North of Longview - The final plan does not include this area.

Planting Golf Course Rough Areas - In the future, the eastern half of the golf course rough areas will be planted with native trees. The area will continue to be mowed in order to avoid slowing the golf course play.

Construction - Strict limits of work area will be required during construction.

Coordination of Park Activities - The Department of Parks and Community Services will be responsible for coordinating the park activities to avoid peak uses by all facilities.

#### FINANCIAL DATA

Costs of the proposed Final Plan and proposed funding are as follows:

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	Estimated Cost	Proposed Funding
<u>Sports Complex Design:</u>		
<u>Phase I</u> (4 fields, bleachers for 4,000, 250 space parking lot, fencing, restrooms, concession shell, access road, access bridge, picnic/warm-up area, complex post and cable barriers)	\$2,150,000	\$ 250,000 City/County FY 84-85 650,000 City proposed FY 85-86 650,000 County proposed 85-86 <u>600,000 State grant</u>
		\$2,150,000
<u>Phase II</u> (250 space parking, tot lot, bleachers for 5,000, signage)	\$ 400,000	Future budgets
Day Use/Neighborhood Area	\$ 175,000	Seek grants, cooperate development or future budgets
Renfree Field Parking Lot Expansion	\$ 150,000	Future budgets
Bridle Stabilization	\$ 1,500	Future budgets
<u>Post and Cable Barrier System:</u>		
<u>Phase I</u>	\$ 30,000	Proposed in General Fund, City Capital Improvement Budget (1985-86)
<u>Phase II</u>	\$ 60,000	Future budgets

RECOMMENDATION

It is recommended that the Planning and Community Development Committee forward the following recommendation to the City Council. Further, it is recommended that the City Council, by resolution:

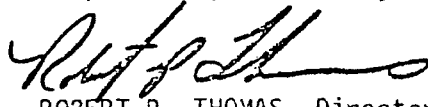
1. Determine that the Final EIR is adequate.
2. Certify that the EIR has been prepared in compliance with State CEQA Guidelines and that the City Council has considered the information contained in the EIR.
3. Determine that the most of the project's potential significant impacts have been mitigated to less than significant level by including mitigation measures identified in the Final EIR and in this report into the project; and that other impacts identified as unavoidable significant impacts area acceptable because mitigation measures have been developed in order to reduce these impacts to the extent feasible; and, on

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balancing the benefits to be realized by approval of the project against the remaining environmental risks, certain economic, social and other considerations as identified in the attached resolution, outweigh the impacts and support approval of the project.

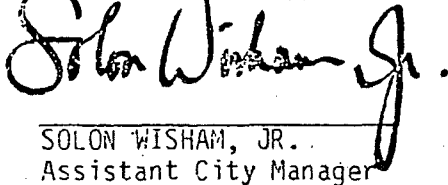
4. Adopt the Final EIR on the Del Paso Regional Park Implementation Program, including Statement of Overriding Consideration.
5. Adopt the Revised Master Plan as presented on Exhibits E-1, E-2, and E-3.

Respectfully submitted,



ROBERT P. THOMAS, Director  
Parks and Community Services

Recommendation Approved:



SOLON WISHAM, JR.  
Assistant City Manager

RPT:js

Attachments

January 16, 1985  
District 2

EXHIBITS

- Exhibit A - Del Paso Regional Park Conceptual Master Plan
- Exhibit B - Sports Complex Alternative 1
- Exhibit C - Sports Complex Alternative 2
- Exhibit D - Sports Complex Alternative 3
- Exhibit E-1 - Proposed Final Plan of Sports Complex
- Exhibit E-2 - Proposed Final Plan of East Area of Del Paso Park
- Exhibit E-3 - Revised Del Paso Regional Park Master Plan
- Exhibit F - Summary of Environmental Impacts and Mitigation Measures

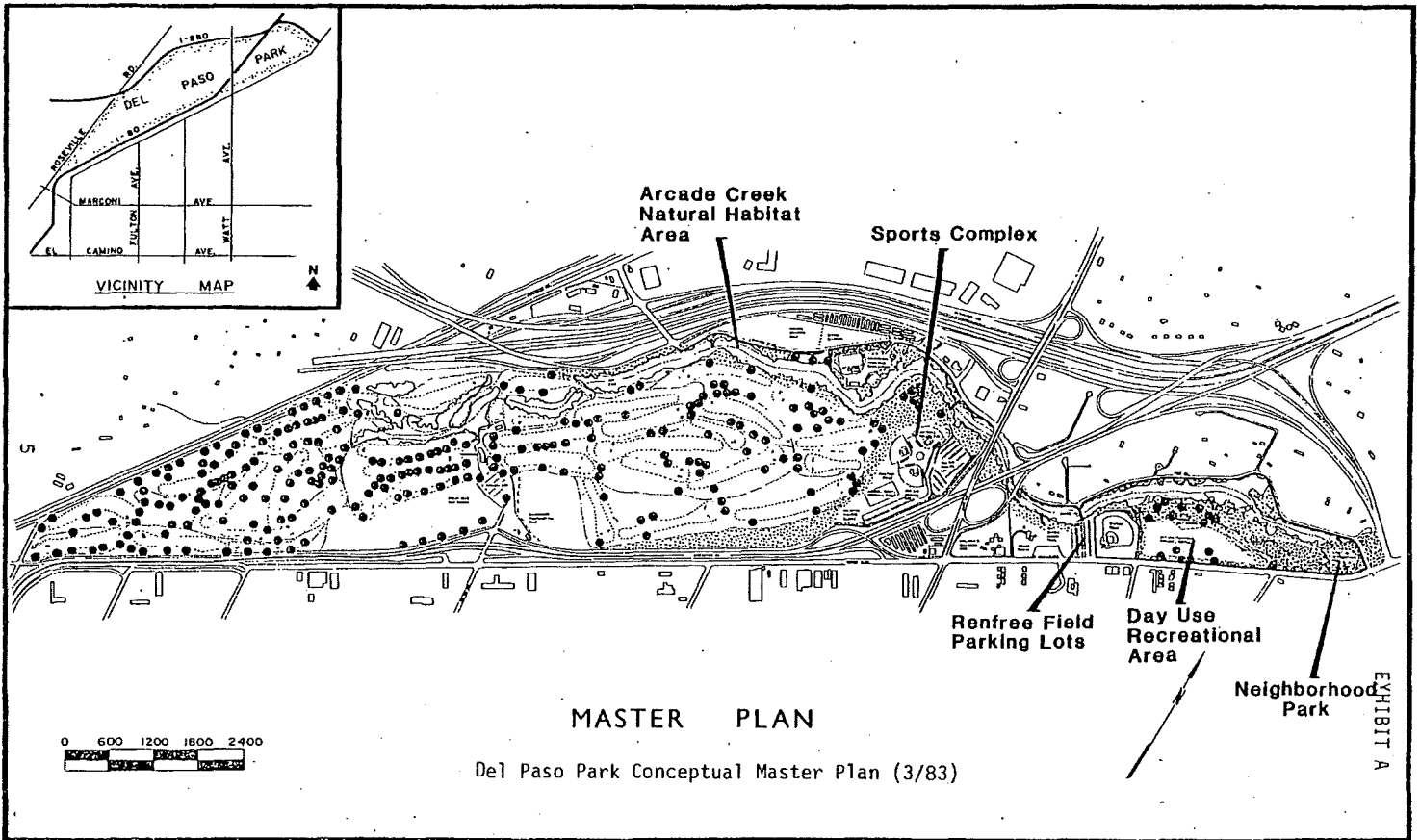
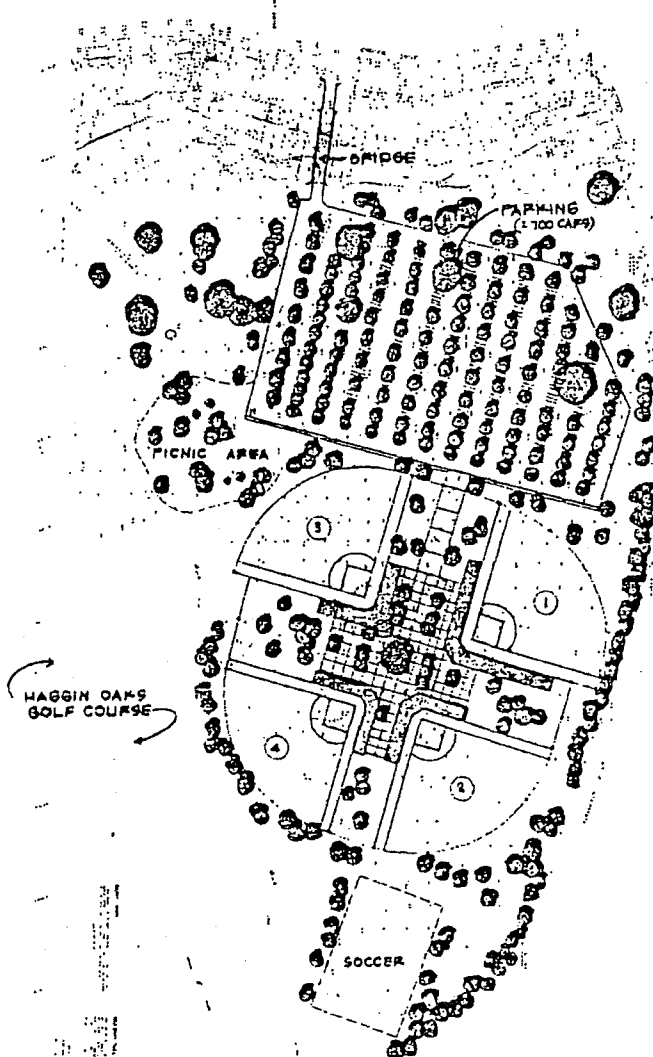


EXHIBIT B-2. DEL PASO REGIONAL PARK PROPOSED IMPROVEMENTS

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# SPORTS COMPLEX ALTERNATIVE 1 (REVISED)



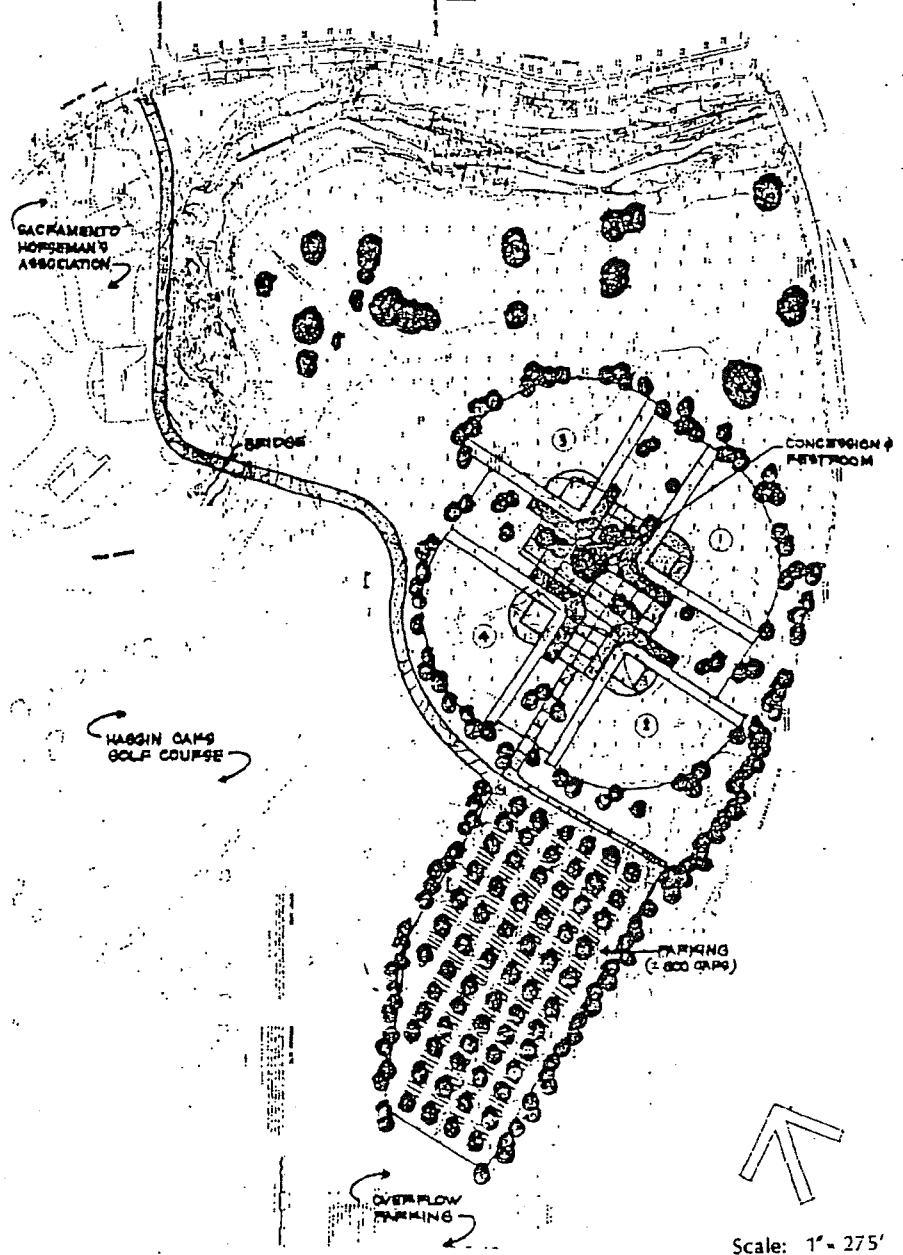
Scale: 1" = 275'

# sports complex - 1



SPORTS COMPLEX ALTERNATIVE 2 (REVISED)

# sports complex-2



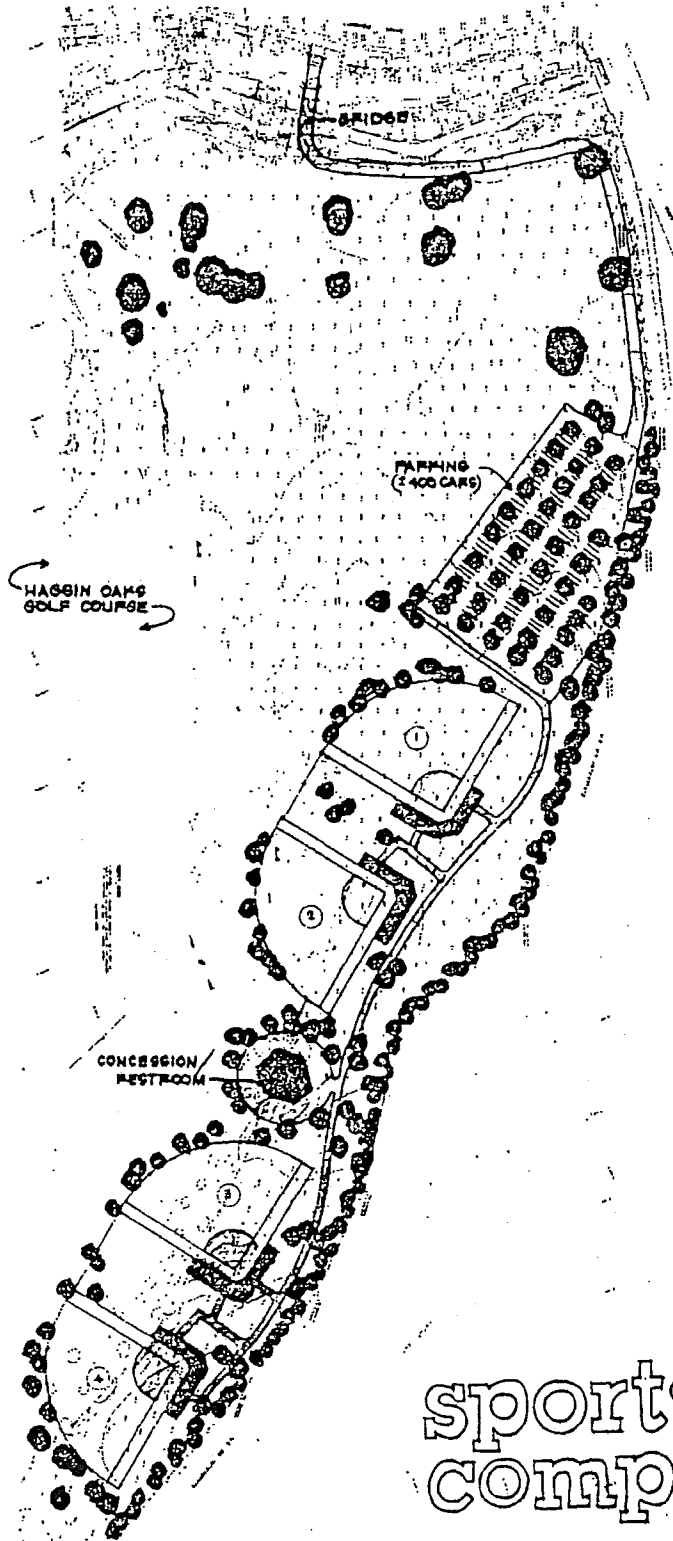
Scale: 1" = 275'



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EXHIBIT D

# SPORTS COMPLEX ALTERNATIVE 3 (REVISED)



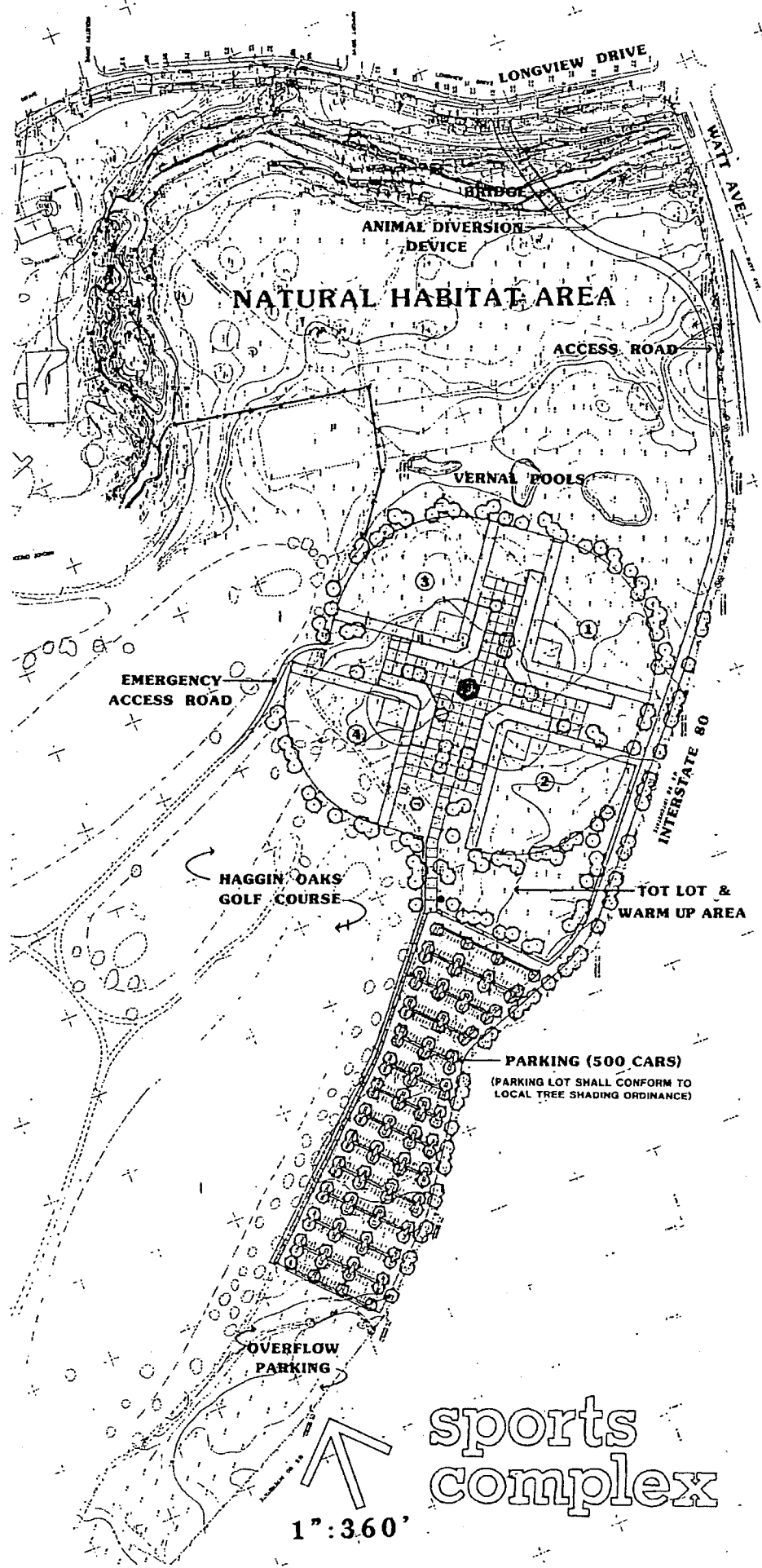
Scale: 1" = 275'

sports  
complex - 3

CITY OF SACRAMENTO  
DEPARTMENT OF COMMUNITY SERVICES

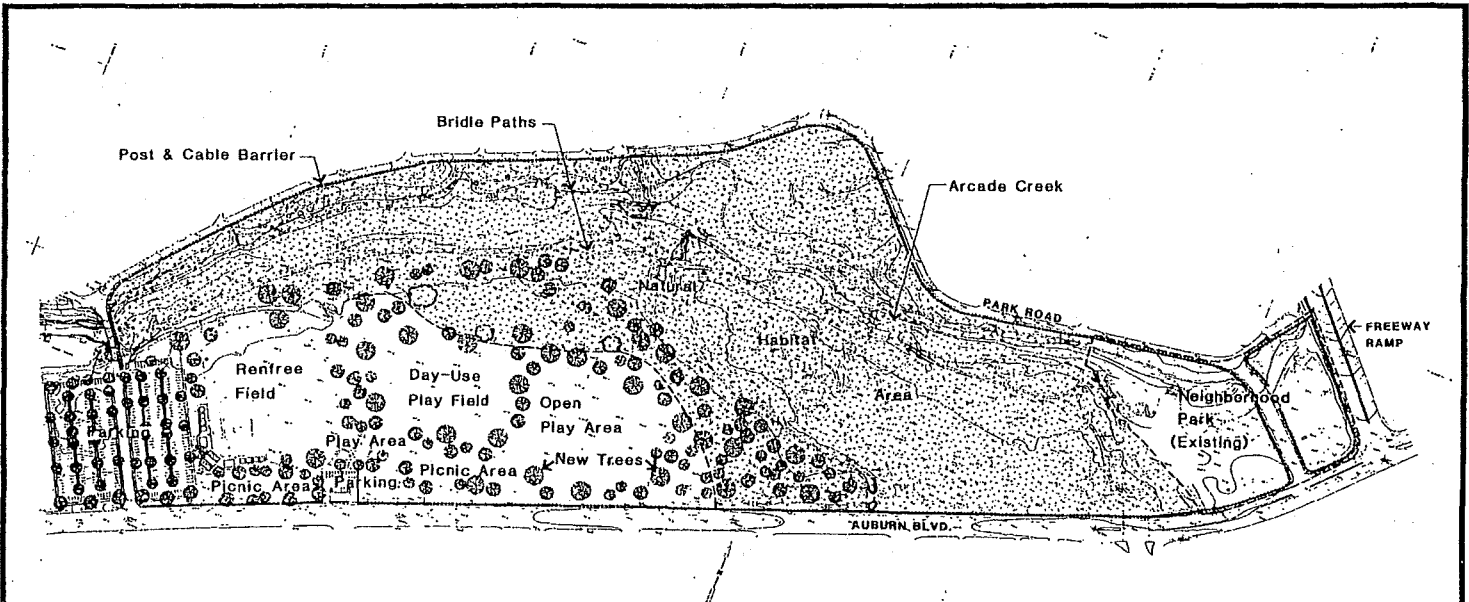


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sports complex

1" = 360'



*East Side Master Plan*

**DEL PASO PARK**

APPROX. SCALE: 1"=450'

REVISIONS	NO.	DESCRIPTION	DATE	BY

DESIGNED BY	
LANDSCAPE ARCHITECT	
DATE	DEC. 1984
FIELD BOOK	
SCALE	1"=140'

**CITY OF SACRAMENTO**  
DEPARTMENT OF COMMUNITY SERVICES



**DEL PASO PARK**


EXHIBIT E-2

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## REVISED DEL PASO REGIONAL PARK MASTER PLAN

The Del Paso Regional Park revised plan includes a four-field lighted softball complex, 500-space parking lot, warm-up and picnic area, and preserved natural habitat west of Watt Avenue. The configuration of the complex is the most operationally efficient design, yet meets the environmental concerns identified. The parking lot is adequate but not excessive. Overflow parking will be available.

The area designated as a preserved natural habitat is a beautiful riparian zone and terrace along Arcade Creek. This proposal for the habitat area will assure the protection for future generations.

East of Watt Avenue improvements include expanding Renfree Field parking lot to meet the current demands; combining the day use open space and neighborhood park into one continuous area and locating an unlighted soccer field within the day use area and a small parking lot (approximately 16 spaces) to meet the picnic area needs; and designating a large natural habitat area to be permanently preserved.

This revised plan is the result of many public meetings; an abundance of time and research by many individuals, groups, staff and the environmental consulting firm; and the on-going support of the many potential user groups. Exhibit E-1 presents an operationally sound and environmentally sensitive revised plan.

The revised final plan is discussed below by each component of the plan. This description will reference the visual presentation shown on Exhibits E-1 and E-2.

Access Bridge - The bridge will be built 500+ feet west of Watt Avenue via the most direct route to avoid impact on vegetation and avoid paralleling the riparian corridor. Construction of a steep berm on the bridge ramps to route wildlife along the creek is necessary. It is intended that the bridge will be sufficiently high to allow equestrian passage on the bridle trail during fair weather months. If this is not feasible, an on-grade equestrian crossing with appropriate signage will be provided.

Access Road - The access road will parallel Watt Avenue and Interstate 80 to the parking lot south of the complex. Road shoulders will be provided to accommodate disabled vehicles. Parking along access road will be prohibited and strictly enforced. Installation of a post and cable system is necessary to protect non-vehicle access. Enforcement of strict limits of work during construction is necessary. Reasonable efforts will be made to protect the oak tree near Watt Avenue.

Parking Lot - Paved parking will be provided south of the complex along Interstate 80. 500 spaces will be adequate, yet not excessive. Overflow parking will be permitted south of the paved lot during peak use and the future Light Rail parking lot may be utilized during peak use. The parking lot shall conform to the local tree shading ordinance.

Interpretive Trail - The State grant application includes funds for an interpretive trail. Staff will work closely to develop an interpretive trail for educational purposes with the Science Center and interested groups and individuals.

Tree Farm/Sod Farm (Existing) - The revised plan includes removal of the tree farm located in the terrace area. The trees are housed in planters above ground and the farm is not efficient. The sod farm, however, would cost approximately \$16,400 to relocate. The proposed plan does not include removal of the sod farm for economic reasons. Intrusion by maintenance workers to the natural habitat areas would be avoided by providing a barrier between the access to the sod farm and the natural habitat area.

Natural Habitat Area West of Watt Avenue - The area north of the complex to Longview Drive and situated between the sod farm and Watt Avenue is to be permanently preserved as natural habitat. This area is shown on the map of the revised plan.

Emergency Access - Emergency access to the complex will be provided through the golf course on the maintenance road.

Day Use Area/Neighborhood Park - The day use area and neighborhood park are combined into one continuous area. Limited parking (approximately 16 spaces) will be provided to accommodate neighborhood park uses. A toilet area, picnic tables, and an unlighted soccer field are included. Post and cable barrier system will be provided to restrict vehicle access to the natural habitat area. The turfed area is depicted on the accompanying map. Landscaping will consist of native vegetation except for the turf. The original conceptual master plan adopted by the City Council in January 1983 included the provision that the day use area be the last to be developed. Since that time, the environmental review was prepared and a revised plan recommended which combines the day use and neighborhood park and provides for more area to be permanently preserved. The revised plan does not restrict the timing of the day use/neighborhood park development.

Expansion of Renfree Parking Lot - The revised plan includes parking for 250-300 vehicles. The use of a greenlot will be studied and depending on outcome and funding sources, may be installed in place of a paved lot. Native vegetal buffers will be used for aesthetic purposes. One large oak which is in poor condition in the parking lot will be impacted. Reasonable efforts will be made to retain the oak tree.

Natural Habitat East of Watt Avenue - The area parallel to Arcade Creek and the area known as Norris Swale is to be permanently protected from future development. The boundaries of the area are shown on the accompanying map. Post and cable barrier system will be constructed to prevent vehicle access to the natural habitat area.

Bridle Paths - It is anticipated that the access bridge will be constructed to permit equestrian crossing under the access bridge during fair weather. If this is not possible, an on-grade crossing and appropriate signs will be developed. Asphalt trail stabilization should be provided under the access bridge and Watt Avenue. Funding will be sought.

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Land North of Longview - The final plan does not include this area.

Planting Golf Course Rough Areas - In the future, the eastern half of the golf course rough areas will be planted with native trees. The area will continue to be mowed in order to avoid slowing the golf course play.

Construction - Strict limits of work area will be required during construction.

Coordination of Park Activities - The Department of Parks and Community Services will be responsible for coordinating the park activities to avoid peak uses by all facilities.



Summary of Environmental Impacts and Mitigation Measures for the  
Del Paso Regional Park Master Plan Implementation Program

		<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<u>Project Description</u>								
<u>Proposed Improvements</u>		Proposes a four-field softball facility, a soccer field, and a 700-space parking lot.	Proposes a four field softball facility, no soccer field, and an 800-space parking lot.	Proposes four separate fields arranged in a linear fashion, no soccer field, and a 400-space parking lot.	Would extend from Longview Drive across Arcade Creek to the Sports Complex 1 parking lot.	Would originate near the Sacramento Horsemen's Association and would continue across Arcade Creek to Sports Complex 2 parking lot.	Would extend from Longview Drive across Arcade Creek. This alignment would parallel the creek until it nears Matt Avenue then the access road would parallel Matt Avenue to the Sports Complex 3 parking lot.	13-acre day use recreational area east of Renfree Field. Repaving and restriping of the existing Renfree Field parking lot and addition of 210-space parking lot. 6-acre neighborhood park west of the existing neighborhood park. Additional 63-acres to be designated as a natural habitat.
<u>Need for Project</u>		Metropolitan Sacramento has 7,153 loans registered with the Amateur Softball Association. The proposed complex would provide for an unmet recreational need in the Sacramento area. In addition, revenues could be generated by hosting tournaments at the proposed facility.	See Sports Complex 1.	See Sports Complex 1.	An access road is required to allow sports complex development.	See Access Road A.	See Access Road A.	The City Parks Master Plan documents the need for day-use areas and neighborhood parks based on surrounding population.
<u>Land Use</u>								
<u>Consistency with Land Use Policies</u>	<u>Impact</u>	Potentially inconsistent with 1982 Sacramento County General Plan and 1984 City Master Plan for Park Facilities and Recreation. Services policies calling for acquisition of natural areas, maintaining the natural environment for low intensity uses and requiring that special use areas should not be objectionable for other uses.	See Sports Complex 1.	See Sports Complex 1.	Potentially inconsistent with City and County policies because the proposed road would provide access to a natural habitat area.	See Access Road A.	See Access Road A.	Potentially inconsistent with City and County policies because expansion of the neighborhood park and development of a day-use area would impact oak regeneration along the drainage ditch.
	<u>Significance</u>	Significant adverse impact.			Significant adverse impact.			Significant adverse impact.
	<u>Mitigation Measure</u>	None available.			None available.			None available.

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Exhibit F

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Land Use Conflicts

		<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
Impact	Noise from sports complex may disturb golfers and natural area users along the creek.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	Safety hazards to horseback riders where road would cross bridle trails.	See Access Road A.	See Access Road A.	The day-use area and neighborhood park expansion would impact oak regeneration areas.
Significance	Less than significant.				Less than significant.			Potentially significant.
Mitigation Measure	Locate the sports complex as far from the creek as possible.				Route trails under bridge or install signing to ensure rider safety.			Shift day-use area and neighborhood park expansion to avoid the regeneration areas.
Impact	Golf balls may strike softball players.	See Sports Complex 1.	See Sports Complex 1.			Golf balls may hit cars traveling on Access Road B.		
Significance	Less than significant.					Less than significant.		
Mitigation Measure	Plant a fast-growing native vegetative barrier to keep golf balls off of softball fields. Install a mesh screen to keep golf balls off of softball fields. Redesign sports complex to avoid golf ball hazards. Redesign eastern portion of golf course to reduce hazards.					Plant a fast-growing vegetative barrier to keep golf balls off of the road. Install a mesh screen to keep golf balls off of the road. Redesign access road to avoid golf ball hazards.		
Impact	Located in the Airport Land Use Commission's Overflight Zone. Advisory guidelines recommend against locating uses which may result in large numbers of people in this area due mainly to noise problems and safety concerns.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.
Significance	Significant.							
Mitigation Measure	None.							
Impact	Located in the height restriction area which prohibits anything on-site from extending higher than 150 feet.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.
Significance	Less than significant.							
Mitigation Measure	Do not allow anything on-site to extend higher than 150 feet.							
Impact	Compatible with McClellan AFB Air Installation Compatible Use Zone recommendations.	See Sports Complex 1.	See Sports Complex 1.					See Sports Complex 1.

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
Significance	Less than significant.						
Mitigation Measure	None.						
Impact	Providing access may result in motorcycle use of bridle trails.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	
Significance	Less than significant.						
Mitigation Measure	Install barriers to prevent motorized vehicle use of bridle trails.						
Impact	Traffic problems may result on weekends when horse trailers and sports complex users will both be using Longview Drive.	See Sports Complex 1.	See Sports Complex 1.				
Significance	Less than significant.						
Mitigation Measure	Implement safety measures on Longview Drive.						
Impact	SHUD 69 kV line that crosses the sports complex site may have to be relocated.	See Sports Complex 1.	See Sports Complex 1.				
Significance	Less than significant.						
Mitigation Measure	None.						
Impact	Development of the sports complex should not significantly impact use of other parks in the area and would supplement the sports complex at Elk Grove Park.	See Sports Complex 1.	See Sports Complex 1.				
Significance	Less than significant.						
Mitigation Measure	None.						
Impact		Elimination of soccer field from sports complex design.	See Sports Complex 2.				
Significance		Less than significant.					
Mitigation Measure		The day-use area could be used as a practice field. League games could be played at County's Cherry Island complex.					

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<b>Impact</b>			Reduced amount of parking spaces.				
<b>Significance</b>			Potentially significant.				
<b>Mitigation Measure</b>			Utilize off- site parking at LRT station, pro- vide an additional dirt lot for parking, pro- vide shuttle service from the motels along Auburn Boulevard.				
<b>Growth-Inducing Impacts</b>	<b>Impact</b> None expected.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.
	<b>Significance</b> Less than significant.						
	<b>Mitigation Measure</b> None.						
<b>Soils and Geology</b>	<b>Impact</b> Ponding may occur adjacent to the concession and comfort station areas unless the sites are graded.	See Sports Complex 1.	See Sports Complex 1.	Removal of a small amount of prime agricultural land from future production.	High shrink-swell potential of subsoil may damage roadway.	See Access Road A.	Flooding may occasionally limit the use of the day- use area and the expanded neighborhood park.
	<b>Significance</b> Less than significant.			Less than significant.	Less than significant.		Less than significant.
	<b>Mitigation Measure</b> Grade building sites to avoid water ponding near foundations.			None available.	Design road to compensate for the instability of the subsoil.		None.
	<b>Impact</b>						Tilling the day-use area and/or neighborhood park expansion area when wet may result in the formation of a tillage pan.
	<b>Significance</b>						Less than significant.
	<b>Mitigation Measure</b>						Do not disturb the on-site soils when wet.

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Vegetation and Wildlife

Vegetation

	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
Impact	Vernal pools would be removed.	Vernal pools in the northern half of the parcel would be lost to development or heavily impacted by development.	Vernal pools adjacent to the nursery would not be directly impacted. The vernal pool in the south would be lost to development.	Riparian vegetation would be removed for bridge crossing.	See Access Road A. The road would also impact riparian vegetation where it parallels the creek.	See Access Road B.	Development of day-use area and neighborhood park expansion may disturb two oak regeneration areas.
Significance	Potentially significant.	Potentially significant.	Potentially significant.	Potentially significant.			Potentially significant.
Mitigation Measure	Redesign complex to avoid vernal pools. Consider relocation of vernal pools.	See Sports Complex 1.	See Sports Complex 1.	Minimize or avoid loss of biological resources.			Shift planned locations to minimize impacts on oak regeneration areas.
Impact	Significant portions of regenerating oak areas would be removed.	It appears from the conceptual drawing that this alternative would avoid direct impacts to the oak regeneration areas.	It appears from the conceptual drawing that this alternative would avoid direct impacts to the oak regeneration area.	1) Access Road A would be short and have limited impacts. The major impacts are associated with the parking lot proposed by Alternative 1. 2) Access Road A, if extended to the sports complex area, could bisect the oak savanna and directly impact oak regeneration areas. Alternatively, Access Road A could impact wildlife along the riparian corridor.	Increased potential to harm vegetation because 800 foot segment parallels creek.		Increased potential to harm vegetation because 700 foot segment parallels creek.
Significance	Potentially significant.	Less than significant.	Less than significant.	1) Less than significant. 2) Potentially significant.	Potentially significant.	Potentially significant.	
Mitigation Measure	Redesign complex to avoid oak regeneration areas.	None.	None.	1) None. 2) Realign road to minimize impacts to the oak savanna and regenerating oaks while also minimizing the impacts to wildlife along the riparian corridor.	Redesign road so that it will not parallel the creek.	See Access Road B or try to follow existing dirt road to minimize removal of riparian trees.	
Impact	Large oak trees would be retained but may suffer high mortality even if special precautions are taken.	It appears from the conceptual drawing that this alternative would avoid direct impacts to the large oak trees except for one blue oak.	It appears from the conceptual drawing that this alternative would avoid direct impacts to the large oak trees except for one blue oak.	Access road will provide greater opportunity for human degradation of natural vegetation.	See Access Road A.	See Access Road A.	Large oak trees on the terrace east of Renfree Field would be retained but may suffer high mortality even if special precautions are taken.

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
Significance	Potentially significant.	Less than significant.	Less than significant.	Potentially significant.			Potentially significant.
Mitigation Measure	Techniques for protecting oak trees are included in Appendix I of this report.	Shift the sports complex orientation.	Shift the sports complex orientation.	Use park management techniques to control indiscriminate access to resource areas.			Techniques for protecting oak are included in Appendix I of the DEIR.
Impact	Remaining portions of oak savanna and the creek and its riparian vegetation would probably be degraded by the proposed facility or the access provided by it.	Some degradation of the oak savanna would occur from human use associated with the proposed facility or the access provided by it.	Impacts of human use on oak savanna adjacent to the creek would be less than with the other two alternatives due to increased distance between the creek and the proposed facilities. The increased access to the riparian zone and oak savanna would still increase the opportunity for habitat degradation.			The portion of the road paralleling Matt Avenue would directly or indirectly impact the large oak trees on the eastern edge of this parcel. Both the large oaks located near where the access road would turn south to parallel Matt and the large oak located farther south which is only 50 feet from the Matt Avenue fence could be significantly impacted.	
Significance	Potentially significant.	Potentially significant.	Potentially significant.			Potentially significant.	
Mitigation Measure	Use park management tools to control indiscriminate access to resource areas.	See Sports Complex 1.	See Sports Complex 1.			Redesign road to avoid directly impacting oaks and follow techniques for protecting oak trees in Appendix I of this report to avoid indirect impacts.	
Wildlife							
Impact	Northern edge of parking lot within 100 feet of riparian zone would be a source of noise and disturbance to wildlife. The parking lot would also eliminate valuable habitat for raptors and ground cover for ground dwelling birds, mammals, and reptiles.	The location of the facilities would result in less impact on riparian wildlife and adjacent foraging areas, but would still impact wildlife habitat.	Facilities even farther from the creek than Sports Complex 2, but would still impact wildlife habitat.	Construction of bridge across Arcade Creek would cause a direct loss of wildlife habitat and would disrupt the continuous vegetational corridor west of Matt Avenue which may reduce its value as wildlife habitat.	See Access Road A.	See Access Road A.	Construction of the Renfro Field parking lot would eliminate foraging habitat for raptors and cover habitat for ground-dwelling species, however, this site is not as valuable for wildlife habitat as other areas.
Significance	Potentially significant.	Potentially significant.	Potentially significant.	Significant adverse impact.			Less than significant.
Mitigation Measure	Maximize natural area between Arcade Creek and sports complex.	Locate the sports complex as far south as possible.	Locate the sports complex as far south as possible.	None.			None.

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
Impact	Use of the riparian area by nonnative species which adapt well to human presence may be increased because of the location of the sports complex near the creek.			On-grade crossing of the road by wildlife will result in vehicle-wildlife collisions and the loss of wildlife.	See Access Road A. This impact would probably be less significant than Access Road A.	See Access Road B.	Development of day-use area and neighborhood park would eliminate valuable wildlife habitat for foraging raptors.
Significance	This could result in nonnative species out-competing native birds for nest sites. Potentially significant.			Potentially significant			Potentially significant.
Mitigation Measure	Plant native vegetation for landscaping to avoid attracting exotic wildlife species.			Provide fencing and space under bridges to keep wildlife off access road.			None.
Impact	Construction would destroy habitat for ground-dwelling birds, burrowing mammals, and depending on the season, nests with eggs or young.	See Sports Complex 1.	See Sports Complex 1.		Additional disturbance to wildlife may result from access road paralleling creek because of loss of riparian habitat, and the impact of headlights and noise from the traffic.	See Access Road B.	Populations of nonnative species in the park would probably increase as most of the unmanaged grassland is replaced with lawn. Such species displace native wildlife.
Significance	Less than significant.				Potentially significant.		Potentially significant.
Mitigation Measure	None.				Examine alternative alignments for access to softball complex.		Plant native vegetation for landscaping.
Impact						Locating the portion of the road along Matt Avenue minimizes the impact on wildlife by preserving a larger contiguous natural area between the creek and the softball complex/parking lot.	
Significance						Less than significant.	
Mitigation Measure						None.	

Water Quality, Drainage, and Flood Control

	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<b>Impact</b>	If the parking lot is constructed on fill above the 100-year floodplain, the fill will constrict the flood-carrying capacity of the floodplain, and increase the water surface elevation upstream which could aggravate existing flooding problems.	None.	None.	Could partially obstruct creek flow due to the presence of piers, the bridge deck itself, bridge approaches, or the collection of floating or submerged debris on the bridge deck or piers. This could result in increased water water surface elevations which may increase upstream flooding.	See Access Road A.	See Access Road A. Much of the roadway south of the bridge would be in the floodplain and subject to flooding to a depth of 2 feet in the 100-year storm. This could cause safety problems and may require light maintenance to remove silt and debris from the roadway.	The Renfree Field parking lot may be subject to periodic flooding and deposition of silt and debris. It may not be possible to raise the parking lot above the floodplain without constricting creek flow and causing upstream flooding.
<b>Significance</b>	Potentially significant.				Potentially significant.	Less than significant.	Less than significant.
<b>Mitigation Measure</b>	Careful engineering design will be required to minimize this impact.			Constructing the bridge deck to clear the water surface of the 100-year flood would partially mitigate this problem; but the south end of the bridge would have to connect to a raised roadway which would itself partially obstruct flood flows.		Provide for road closure prior to flooding. Post and cable barriers along the road may increase safety, but they may also entrain debris.	Provide design and safety features to minimize flood impacts on Renfree Field parking lot. A gate should be provided to allow closure of the area during high water.

Traffic and Circulation

Traffic

<b>Impact</b>	The 1995 LOS at the Matt Avenue/Langview Drive intersection is expected to fall from C to C-1 with project implementation.	See Sports Complex 1.	See Sports Complex 1.	Alignment not expected to have any significantly adverse traffic impacts.	See Access Road A.	See Access Road A. The greater length of this road and its curving alignment may increase traffic safety problems.	Implementation of these improvements is not expected to result in any significantly adverse traffic impacts.
<b>Significance</b>	Less than significant.			Less than significant.		Less than significant.	Less than significant.
<b>Mitigation Measure</b>	None.			None.		Redesign road to change alignment.	None.

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<b>Impact</b>	The 1995 LOS at the Walt Avenue/Auburn Boulevard intersection will not change with project implementation. Traffic volumes are, however, expected to exceed the capacity of this intersection.	See Sports Complex 1.	See Sports Complex 1.	Conflicts between horses and automobiles would be minimized by routing the bridle trails under the bridge.	Auto/horse conflicts are anticipated because the access road will cross the bridle trail at grade level.	See Access Road B.	
<b>Significance</b>	Less than significant.			Less than significant.	Less than significant.		
<b>Mitigation Measure</b>	None.			Route bridle trails under access road.	Route bridle trails under access road or provide horse crossing signs and possibly crossing guards at major sports tournaments.		
<b>Parking</b>							
<b>Impact</b>	The 1700 proposed parking spaces are expected to be adequate. Some overflow parking may be necessary during major sports tournaments.	The 1800 proposed parking spaces are expected to be adequate. Some overflow parking may be necessary during major sports tournaments.	The 1400 parking spaces are not expected to be able to accommodate peak parking demand by sports complex users. This could result in parking on lawns and natural areas in the complex.				
<b>Significance</b>	Less than significant.	Less than significant.	Potentially significant.				
<b>Mitigation Measure</b>	Provide an additional dirt lot for overflow parking.	Provide an additional dirt lot for overflow parking.	Construct a 1700-800 parking space area or disk the area adjacent to the parking lot to provide a dirt lot for overflow parking.				
<b>Transit</b>							
<b>Impact</b>	The parking lot could be used as a park-and-ride lot for the planned LMT stop near I-80 and Walt.	The parking lot would not provide as convenient access to the planned LMT station as would the Sports Complex 1 lot.	See Sports Complex 2. Parking at the LMT terminal could be used to accommodate some overflow parking during sports tournaments.				
<b>Significance</b>	Less than significant.	Less than significant.	Less than significant.				
<b>Mitigation Measure</b>	None.	None.	None.				

	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<u>Air Quality</u>							
Impact	The master plan implementation is expected to be generally consistent with the regional air quality plan. Emissions from vehicle travel will contribute incrementally to regional smog problems, but this is not considered a significant impact. None of the participants, spectators at the sports complex, or other park users will be exposed to carbon monoxide levels exceeding air quality standards.						
Significance	Less than significant.						
Mitigation Measure	None.						
<u>Noise</u>							
Impact	The increase in ambient noise level resulting from the sports complex will generally be too small to notice.	See Sports Complex 1.	See Sports Complex 1.	Similar to increased noise levels resulting from Sports Complex 1.	See Access Road A.	See Access Road A.	These improvements should not result in an increase in the ambient noise level.
Significance	Less than significant.			Less than significant.		Less than significant.	
Mitigation Measure	None.			None.		None.	
Impact	Players and spectators will be exposed to high ambient noise levels from traffic and low-flying aircraft. The noise levels may be higher than is desirable, but should not interfere significantly with activities at the complex.	See Sports Complex 1.	See Sports Complex 1.				Neighborhood park and day-use area users will be exposed to high ambient noise levels, but this should not significantly interfere with the use of these facilities.
Significance	Less than significant.						Less than significant.
Mitigation Measure	None.						None.
<u>Aesthetics</u>							
Impact	The proposed parking lot could have an adverse impact on the views of persons using the creek-side trail.	Visual impact less severe than Sports Complex 1.	Least impact on aesthetic quality of the site as viewed from the creek-side trail. Linear configuration and 400-space parking lot would maximize the amount of open space.	Construction would result in the destruction of a 30-foot-wide path of riparian vegetation for bridge placement. This would create a break in the continuous vegetation west of Matt Avenue.	See Access Road A.	See Access Road A.	Construction of the new Reinforce Field parking lot would change the view of the area from open space to parking lot.

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
Significance	Less than significant.	Less than significant.	Less than significant.	Significant adverse impact.			Potentially significant.
Mitigation Measures	Plant a vegetational buffer around the north and west sides of the parking lot. Use native vegetation for landscaping. Redesign sports complex to use native vegetation to reduce its visibility from other areas within the park. Maximize area between Arcade Creek and sports complex.	Redesign sports complex to use native vegetation to reduce its visibility from other areas of the park. Maximize area between Arcade Creek and sports complex. Use native vegetation for landscaping. Preserve oak trees.	See Sports Complex 2.	None available.			Provide adequate buffer zone between parking lot and science center. Take measures to protect trees separating science center and parking lot. Use landscaping to screen the view of the parking lot from other areas in the park.
Impact	Several heritage-size oaks are located on the proposed parking lot site.		This complex would be more visible from the golf course and Auburn Boulevard.	Heritage-size oaks may be in the designed roadway.	Views from Horsemen's Association may be impacted.	The roadway would parallel the riparian corridor for 700 feet, which would constitute a visual impact to trail users.	No aesthetic impacts would result from paving the existing parking lot.
Significance	Potentially significant.		Less than significant.	Potentially significant.	Potentially significant.	Potentially significant.	Less than significant.
Mitigation Measures	Techniques for protecting oak trees are included in Appendix II of this report.		Use vegetational buffer and/or facility redesign to screen views from golf course and Auburn Boulevard.	Design road to avoid heritage oaks.	Design road and road landscaping to minimize impacts on views from Horsemen's Association.	Design road and road landscaping to minimize impacts on views from the creek-side trail.	Landscaping would make the existing parking lot more attractive.
Impact	At least one heritage-sized oak is located on the sports complex site and would have to be removed.			Placement of this road through the natural area south of the riparian zone would fragment the area and may result in the need to remove oak trees.	See Access Road A.	See Access Road A.	
Significance	Less than significant.			Potentially significant.			
Mitigation Measures	None.			Design road to avoid as many oak trees as possible.			

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		SPORTS COMPLEX 1	SPORTS COMPLEX 2	SPORTS COMPLEX 3	ACCESS ROAD A	ACCESS ROAD B	ACCESS ROAD C	EAST SIDE IMPROVEMENTS
<u>Light and Glare</u>	Impact	Light and glare nuisances to freeway motorists.	See Sports Complex 1.	See Sports Complex 1.				
	Significance	Potentially significant.						
	Mitigation Measure	After installation, adjust lights so that they do not cause freeway glare. Use vegetational buffers to further reduce glare.						
	Impact	Lights could cause birds that use photo-period as a cue for breeding to start their reproductive cycle at the wrong time of year which would reduce the chance of offspring survival.	See Sports Complex 1.	See Sports Complex 1.	Increase in light from automobile traffic.	See Access Road A.	See Access Road A.	Parking lot lighting not expected to increase ambient light levels.
Significance	Uncertain.			Less than significant.			Less than significant.	
Mitigation Measure	Direct lights away from riparian zone.			None.			None.	
<hr/>								
<u>Public Services and Utilities</u>								
Water	Impact	Approximately 3,000 gpd of potable water would be required.	See Sports Complex 1	See Sports Complex 1	A separate creek crossing for water transmission lines would adversely impact the creek.	See Access Road A.	See Access Road A.	The neighborhood park expansion and the day-use area would require additional irrigation.
	Significance	Less than significant.			Potentially significant.			Less than significant.
	Mitigation Measure	Minimize water transmission and development costs.			Route lines across proposed bridges.			None.
	Impact	Approximately 2,625 gpd of flow would be generated.	See Sports Complex 1.	See Sports Complex 1.	A separate creek crossing for sewer lines would adversely impact the creek.	See Access Road A.	See Access Road A.	No anticipated impacts.
Significance	Less than significant.			Potentially significant.			Less than significant.	
Mitigation Measure	None.			Route line across proposed bridges.			None.	
Sewer	Impact	Extending sewer lines across proposed bridge would require a pump station.	See Sports Complex 1.	See Sports Complex 1.				
	Significance	Less than significant.						
	Mitigation Measure	Design pump station to avoid settling of solids and clogged lines.						
	Impact	4-5 cubic yards/day of solid waste would be generated.	See Sports Complex 1.	See Sports Complex 1.	No impacts are anticipated.	See Access Road A.	See Access Road A.	Large group activities in day-use area may require additional solid waste removal services.
Significance	Less than significant.						Less than significant.	

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	<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<b>Mitigation Measure</b>	Increase park maintenance staff.						Provide special solid waste removal services for large group activities.
<b>Impact</b>	Additional people in the park would increase littering.	See Sports Complex 1.	See Sports Complex 1.				See Sports Complex 1.
<b>Significance</b>	Less than significant.						
<b>Mitigation Measure</b>	Provide ample waste containers to discourage littering.						
<b>Road Maintenance</b>							
<b>Impact</b>	Heavy maintenance cost of \$.25 per square yard of pavement per year. This parking lot would be the second largest of the three alternatives.	See Sports Complex 1. This parking lot would be the largest of the three alternatives.	See Sports Complex 1. This parking lot would be the smallest of the three alternatives.	Shortest proposed road; lowest heavy maintenance cost.	Longest proposed road; highest heavy maintenance cost.	Intermediate heavy maintenance cost.	The new Renfro Field parking lot would result in heavy maintenance costs.
<b>Significance</b>	Less than significant.	Less than significant.	Less than significant.	Less than significant.	Less than significant.	Less than significant.	Less than significant.
<b>Mitigation Measure</b>	Minimize asphalt surface area by providing compact car spaces. Require Department of Parks and Community Services to budget money for heavy maintenance.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.
<b>Impact</b>	A portion of the asphalt surface may be within the 100-year floodplain which would result in increased light maintenance costs.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.
<b>Significance</b>	Less than significant.						
<b>Mitigation Measure</b>	Locate asphalt surfaces outside the 100-year floodplain.						
<b>Natural Gas and Electric Service</b>							
<b>Impact</b>	73,500 kW hours of energy would be required.	See Sports Complex 1.	See Sports Complex 1.	None anticipated.	None anticipated.	None anticipated.	None anticipated.
<b>Significance</b>	Less than significant.						
<b>Mitigation Measure</b>	None.						
<b>Impact</b>	Service extension could impact the creek and surrounding vegetation.	See Sports Complex 1.	See Sports Complex 1.				
<b>Significance</b>	Potentially significant.						
<b>Mitigation Measure</b>	Require creek crossing to be in bridge area.						
<b>Fire</b>							
<b>Impacts</b>	Inadequate fire flows, distance from paved surfaces, and improper hydrant spacing could hinder fire protection.	See Sports Complex 1.	See Sports Complex 1.	Single road emergency access could hinder fire equipment if	See Access Road A.	See Access Road A.	None anticipated.

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	SPORTS COMPLEX 1	SPORTS COMPLEX 2	SPORTS COMPLEX 3	ACCESS ROAD A	ACCESS ROAD B	ACCESS ROAD C	EAST SIDE IMPROVEMENTS
Significance	Potentially significant.			on accident or traffic congestion occurs. Potentially significant.			
Mitigation Measure	Provide adequate fire flows. Locate fire hydrants as required. Locate buildings within 150 feet of paved surfaces.			Extend golf course maintenance road for emergency access.			
Police Impact	Proximity of the restrooms and concession to the parking lot is a patrol advantage.		Restrooms and concession would be difficult to patrol because of distance from parking lot.	Easiest proposed road to patrol. Least potential for traffic congestion and vehicle accidents.	Long winding road will increase traffic accidents and congestion. Road configuration could encourage vehicles to park on road when lot is full, which could cause traffic congestion and damage to biological resources.	Long access road not desirable from a patrol standpoint. Limited number of parking spaces may encourage parking along the access road, which could cause traffic congestion and damage to biological resources.	Lack of lighting at Renfree Field parking lot could result in increased vandalism and personal safety problems.
Significance	Less than significant.		Less than significant.	Less than significant.	Potentially significant.	Potentially significant.	Less than significant.
Mitigation Measure	None.		Redesign sports complex to aid police patrol.	None.	Install barriers to prevent parking along access road.	Install barriers to prevent parking along access road.	Illuminate parking area to two foot-candles.
Impact	The concession, restroom, and equipment storage areas present an attractive target for vandals.	See Sports Complex 1.	See Sports Complex 1.				
Significance	Less than significant.						
Mitigation Measure	Design buildings with security in mind. Close the park at night to reduce police protection problems.						
Impact	Lack of emergency access could result in problems responding to incidents when the access road is blocked by traffic congestion or an accident.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	
Significance	Potentially significant.						
Mitigation Measure	Extend Hopkin Oaks Golf course maintenance road for use as emergency access.						

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		<u>SPORTS COMPLEX 1</u>	<u>SPORTS COMPLEX 2</u>	<u>SPORTS COMPLEX 3</u>	<u>ACCESS ROAD A</u>	<u>ACCESS ROAD B</u>	<u>ACCESS ROAD C</u>	<u>EAST SIDE IMPROVEMENTS</u>
<u>Cultural Resources</u>	<u>Impact</u>	Construction and grading for the sports complex access road and parking lots may adversely affect cultural resources.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.
	<u>Significance</u>	Potentially significant.						
	<u>Mitigation Measure</u>	A qualified archeologist should monitor construction activities and work should be halted if artifacts are found so that the archeologist can examine the find and recommend preservation or possible mitigation, if the find is significant.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.	See Sports Complex 1.

A Final Environmental Impact Report (EIR) for the Del Paso Regional Park Master Plan Implementation Program has been prepared by the City of Sacramento.

PUBLIC HEARING

Two public meetings to receive comments on the Final EIR have been scheduled: one for Wednesday, January 16, 1985, at 3:00 p.m., before the Planning and Community Development Committee; and one on Tuesday, January 22, 1985, at 7:30 p.m., before the Sacramento City Council.

Copies of the Final EIR document are available for public review at 3520 Fifth Avenue or at the following libraries: Carmichael, Central (downtown), Del Paso, Martin Luther King, North Sacramento, Hagginwood, and CSUS Science/Tech Library.

CITY OF SACRAMENTO  
Department of Parks and  
Community Services  
Barbara Bonebrake (449-5375)

Ad Number \_\_\_\_\_  
1 Runs  
January 11, 1985



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# CITY OF SACRAMENTO

## DEPARTMENT OF PARKS AND COMMUNITY SERVICES

3520 FIFTH AVENUE SACRAMENTO, CALIFORNIA 95817  
TELEPHONE (916) 449-5200

**ROBERT P. THOMAS**  
DIRECTOR

**G. ERLING LINGGI**  
ASSISTANT DIRECTOR

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

January 2, 1985

### Interested Persons

SUBJECT: Final EIR for the Del Paso Regional Park Master Plan Implementation Program

The Final Environmental Impact Report is now available for review. The Final EIR consists of an addendum containing comments on the Draft EIR and responses by the City to these comments. Copies of commentators' letters are included in Section 6 of this addendum. Comments and responses are grouped by topic as found in the Draft EIR.

Comments on the Final EIR and/or on the merits of the project should be received by the Parks and Community Services Department no later than January 9, 1985 to be considered by staff.

The Planning and Community Development Committee will consider the Final EIR and the Community Plan at their meeting on January 16, 1985, starting at 3:00 p.m. in the Council Chambers of City Hall, 915 I Street, Sacramento, California. The City Council will consider the Final EIR and Community Plan at their meeting on January 22, 1985, starting at 7:30 p.m. in the same location as previously mentioned.

A copy of the Final EIR has been forwarded for public review to the following libraries: Carmichael, Central (downtown), Del Paso, Martin Luther King, North Sacramento, Hagginwood, and to the CSUS Science/Tech Library. In addition, a copy may be reviewed or obtained at the Department of Parks and Community Services, 3520 Fifth Avenue, Sacramento, California.

If you have any questions regarding this Final EIR, please contact Barbara E. Bonebrake at (916) 449-5375.

ROBERT P. THOMAS, Director  
Parks and Community Services

RPT:js

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# CITY OF SACRAMENTO

## DEPARTMENT OF PARKS AND COMMUNITY SERVICES

3520 FIFTH AVENUE SACRAMENTO, CALIFORNIA 95817  
TELEPHONE (916) 449-5200

**ROBERT P. THOMAS**  
DIRECTOR

**G. ERLING LINGGI**  
ASSISTANT DIRECTOR

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

January 2, 1985

**Interested Persons:**

Enclosed please find site plans for implementation of the Del Paso Regional Park Master Plan, based on the environmental review to date.

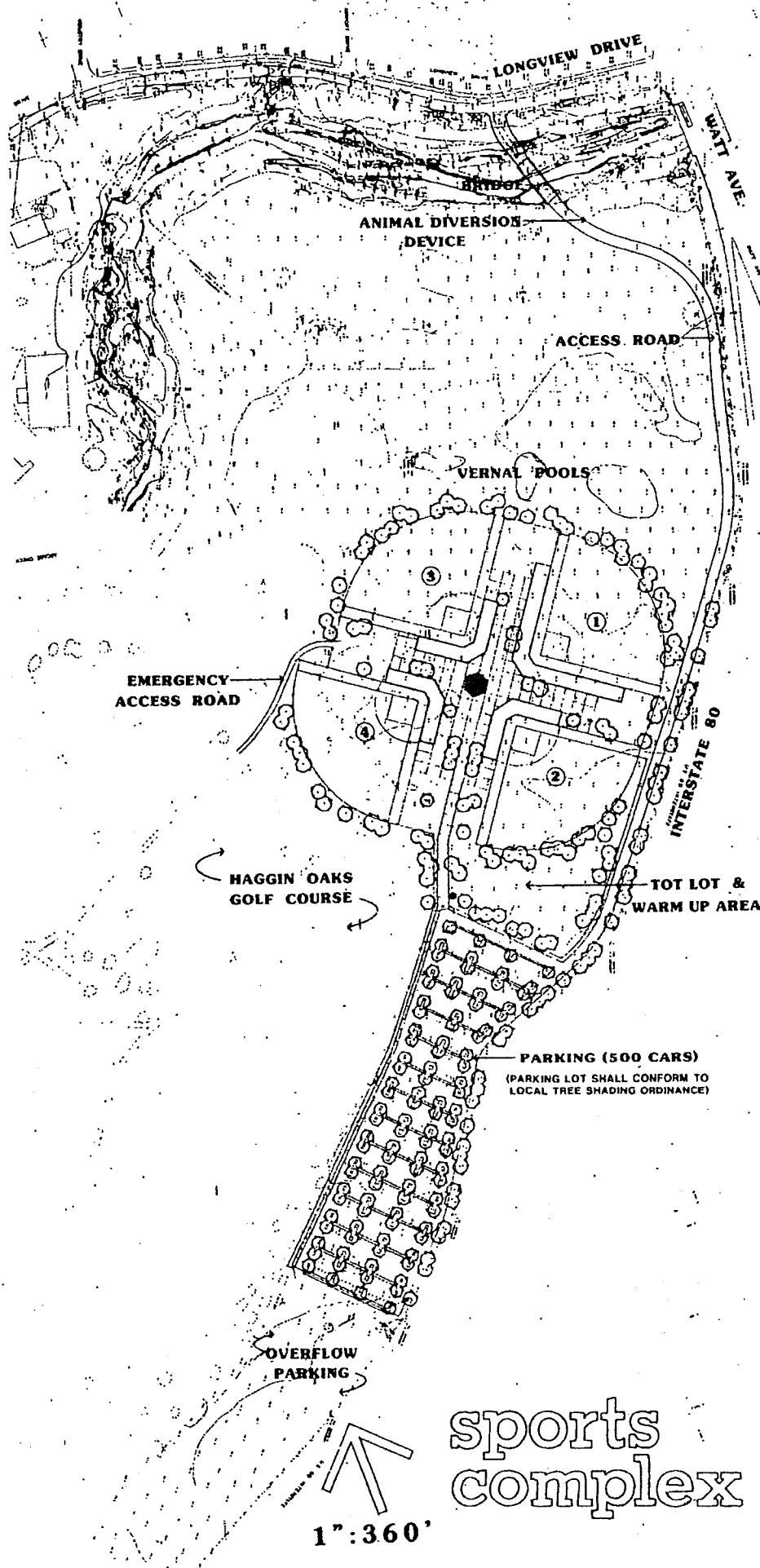
A full description of the implementation plan will be provided in the staff report to the Planning and Community Development Committee and the City Council. This report will be available by January 10, 1985. A copy of the report may be obtained by contacting Barbara Bonebrake at (916) 449-5375.

Sincerely,

ROBERT P. THOMAS, Director  
Parks and Community Services

RPT:js

Enclosure

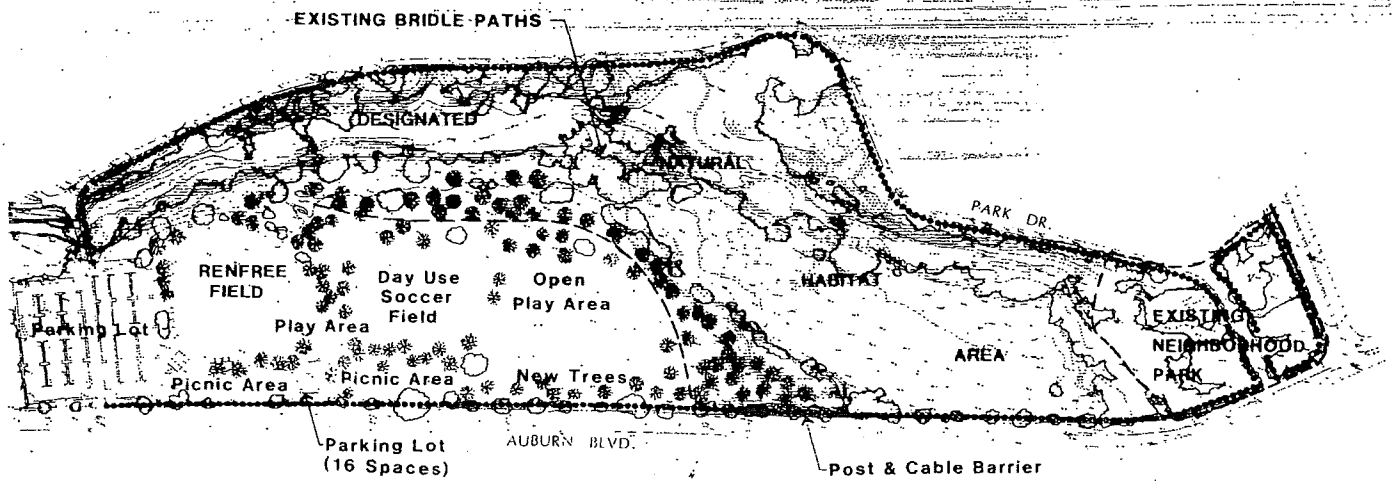


# sports complex

1" : 360'

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EXHIBIT 2-4. PROPOSED IMPROVEMENTS.



Scale: 1" = 25'

DEL PASO PARK - EAST SIDE MASTER PLAN

CITY OF SACRAMENTO  
 DEPARTMENT OF COMMUNITY SERVICES





# CITY OF SACRAMENTO

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## DEPARTMENT OF

### PARKS AND COMMUNITY SERVICES

1421 P STREET AVENUE SACRAMENTO, CALIFORNIA 95817  
TELEPHONE (916) 449-5200

CROCKER ART MUSEUM DIVISION  
GOLF DIVISION  
METROPOLITAN ARTS DIVISION  
MUSEUM AND HISTORY DIVISION  
RECREATION DIVISION  
PARKS DIVISION  
ZOO DIVISION

ROBERT P. THOMAS  
DIRECTOR

G. ERLING LINGGI  
ASSISTANT DIRECTOR

January 15, 1985

Planning and Community Development Committee  
Sacramento, California

Honorable Members in Session:

- SUBJECT: 1. Addendum to Del Paso Park Final EIR  
2. Corrected Resolution and Exhibit 3

#### SUMMARY

Attached are comments received during the Final EIR public review period. The City's responses are included. No new issues were raised; however, the attached comments and responses will be added as an addendum to the Final EIR.

The description of the sports complex was inadvertently omitted from page one of Exhibit 3. Attached is a corrected copy of the resolution and accompanying exhibits. Committee action should relate to this corrected resolution.

Respectfully submitted,

ROBERT P. THOMAS, Director  
Parks and Community Services

Recommended Approved:

SOLON WISHAM, JR.  
Assistant City Manager

RPT:ja

Attachments

January 16, 1985  
District 2

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DEL PASO PARK MASTER PLAN IMPLEMENTATION PROGRAM EIR

ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT

Introduction

After completion and circulation of the FEIR the City received several comments from interested persons. This addendum contains copies of those comments as well as the City's responses to each. Comments on the FEIR were received from:

Ruth E. Ginter  
Airport Land Use Commission  
Sacramento Audubon Society  
Sacramento Horsemen's Association  
The California Native Plant Society

RESPONSE TO COMMENTS ON THE FINAL EIR

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3941 Dunster Way  
Sac. Ca. 95804  
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Dear Luv & Mams,

I'm writing you in reference to LVA  
Bridle trail access.

As a horse owner and avid trail  
rider I would like to impress upon  
your committee the need to keep our  
Arcade Creek trail open and accessible.

Riding a horse along side of a  
busy road is dangerous and not accept-  
able.

All of us trail-riders in this area  
and far away use this trail regularly  
and are hoping you will consider the  
special need we have to keep the  
bridle trail open, accessible and  
free of danger.

Thank you.

Sincerely,  
Beth E. Ginter

CITY OF SACRAMENTO

JAN 4 1985

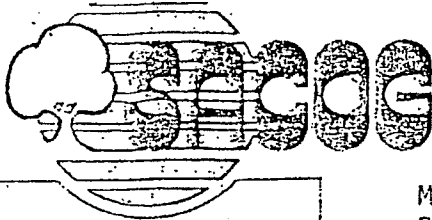
DEPARTMENT OF  
COMMUNITY SERVICES

Response to Ruth E. Ginter's Comments:

The bridle trail will remain open and accessible if the Master Plan is implemented. It is anticipated that the bridge will be high enough to allow riders to pass under it during fair weather. If at-grade crossings are required during periods of foul weather, warning signs will be installed along the access road to increase rider safety. This should minimize safety hazards because the park will have low usage levels during bad weather. It is unlikely that softball tournaments, or any other park event that might result in increased traffic (which would reduce rider safety at crossings), would be staged during the period when at-grade crossings may be required.

If it is not feasible to construct the bridge so that it is high enough to allow riders to pass under, the City Department of Parks and Community Services will make reasonable efforts to minimize the safety hazards to riders crossing the access road at-grade. This would include installing warning signs at the horse crossings.





January 9, 1985 CITY OF SACRAMENTO

JAN 9 1985

DEPARTMENT OF  
COMMUNITY SERVICES

**Sacramento Area  
Council of Governments**

Suite 300, 300 "H" Street  
Sacramento, California 95814  
(916) 441-5930

Mailing Address:  
P.O. Box 308  
Sacramento, California 95804

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(Executive Director)

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Yuba County  
City of Marysville  
City of Wheatland

Mr. Robert P. Thomas, Director  
Parks and Community Services  
City of Sacramento  
3520 Fifth Avenue  
Sacramento, CA 95817

RE: FINAL EIR FOR DEL PASO REGIONAL PARK MASTER PLAN

Dear Mr. Thomas:

I have reviewed the Final EIR referenced above for the Airport Land Use Commission (ALUC) and have the following comments:

1. Revised Exhibit D-2 (p. 10) now titled "ALUC Constraints (Revised)" is incorrect. This map shows clear zone, approach zone and noise contours from the McClellan AFB Air Installation Compatible Use Zone (AICUZ) Study and not the ALUC planning boundaries for McClellan. An ALUC planning boundary map for McClellan is enclosed.
2. The third impact listed on page 20 indicates that the ALUC's concerns with the project site are noise and safety related. Our concerns with the project site are safety related only, and reference to noise in this impact should be deleted.
3. Response to our DEIR comment on safety, D-1 on page 58, states that according to the ALUC Policy Plan the location of the proposed sports complex within the overflight zone for McClellan reduces the accident potential to "marginal." The ALUC Policy Plan (1975) does not state that the accident potential in the overflight zone is "marginal."

While the Final EIR finds that the land use conflict between the proposed project and the ALUC overflight zone safety recommendations is "significant" (p. 10), it does not indicate upon what data or evaluation this conclusion was based. The ALUC staff concludes, therefore, that the safety implications of the placement of large concentrations of people associated with the sports complex within the McClellan overflight zone has not been adequately addressed.

Sincerely,

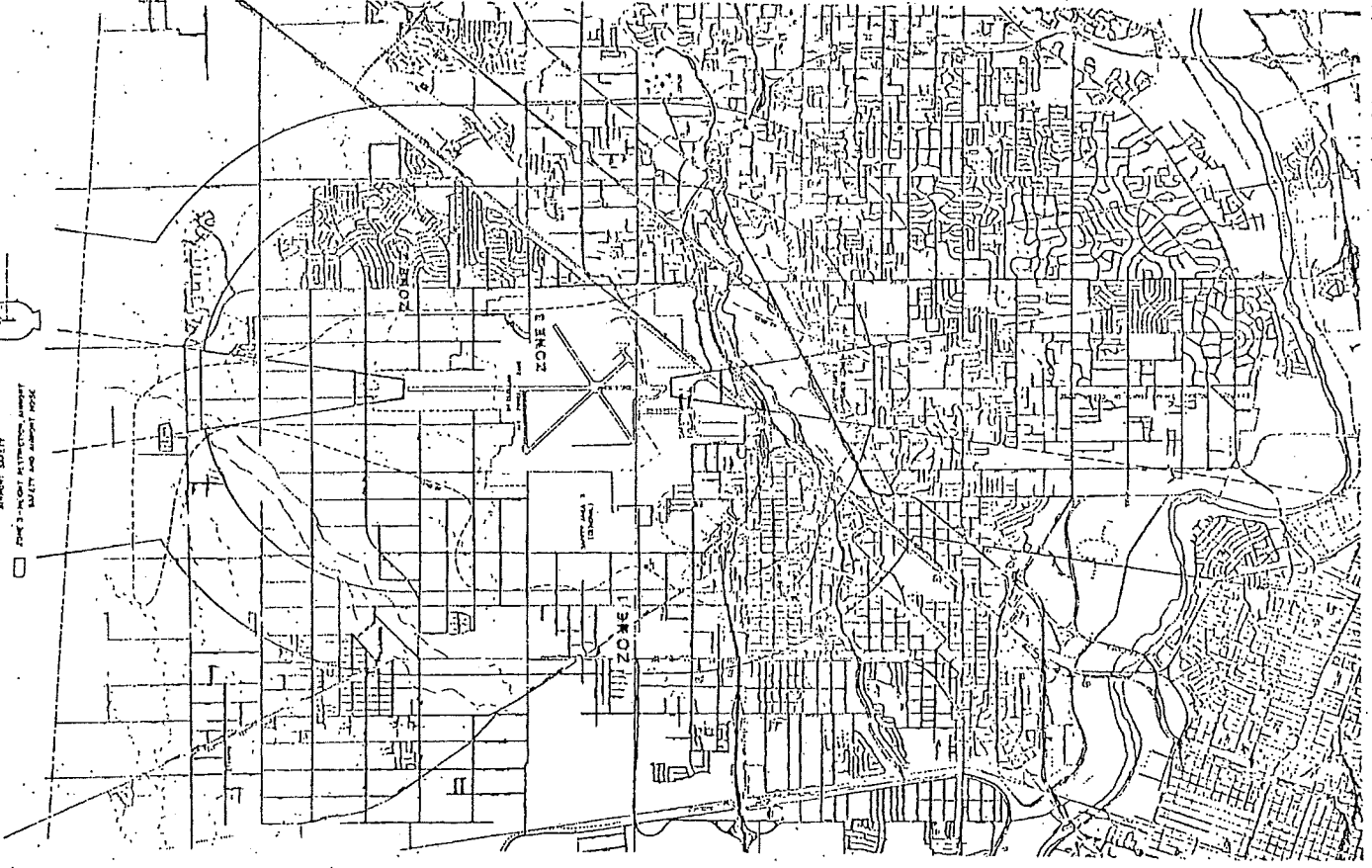
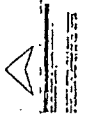
GARY B. KEILL  
Planner II, ALUC Staff

GBK:bb  
Enclosure

McCLELLAN AFB  
PLANNING BOUNDARY  
MAP

(AIRPORT AREA OF INFLUENCE)

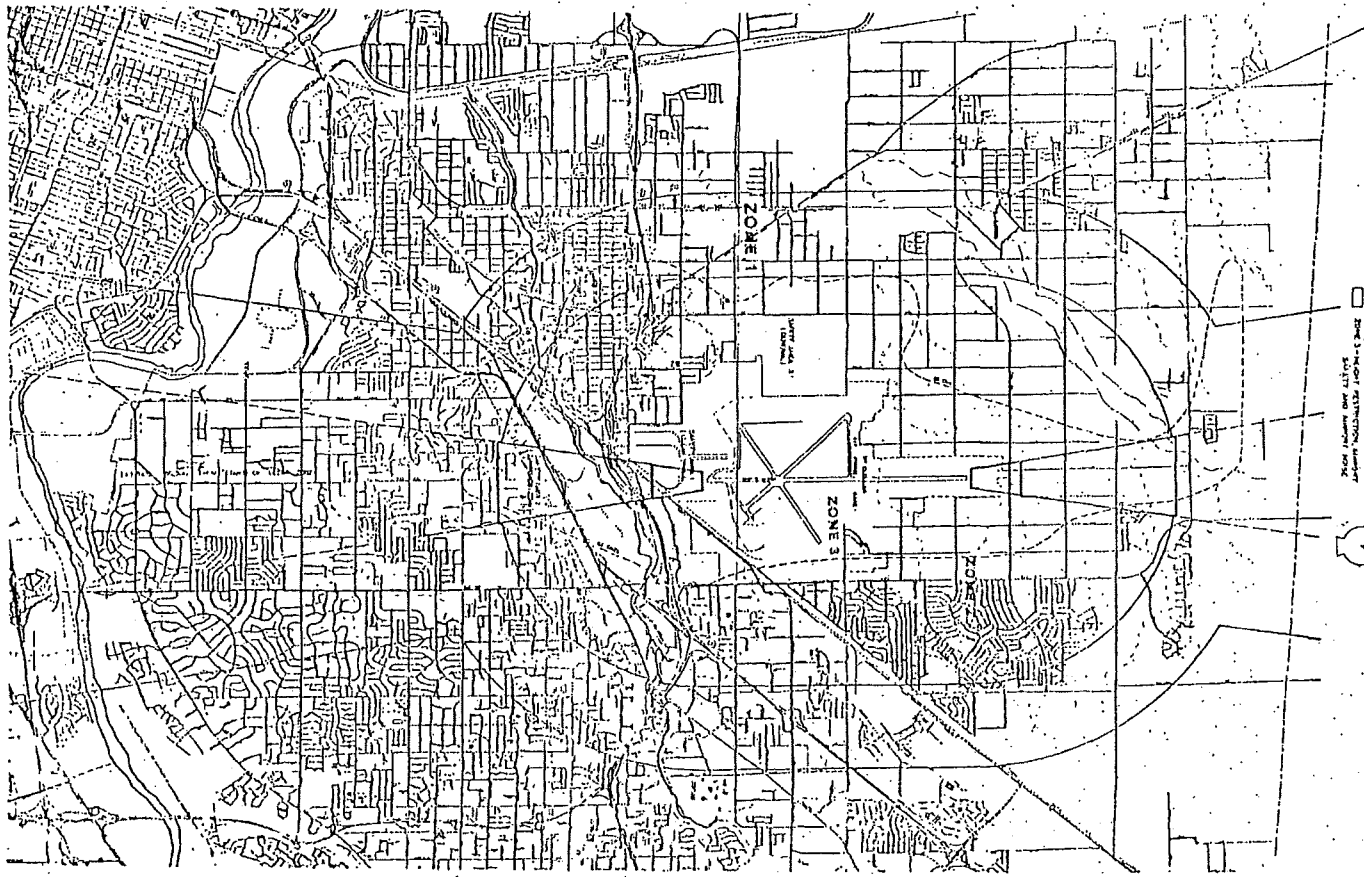
- POPULATION OF ALCG POLY
- ZONE 1 - RESIDENTIAL ONLY
- ZONE 2 - SCHOOL, RECREATION AND AIRPORT SAFETY
- ZONE 3 - HEAVY INDUSTRIAL, AIRPORT SAFETY AND AIRPORT ROSE



Mc CLELLAN - 759  
PLANNING BOUNDARY

(SUPPORT AREA OF INFLUENCE)

- ZONE 1 - HIGH DENSITY
- ZONE 2 - MEDIUM DENSITY
- ZONE 3 - LOW DENSITY
- ZONE 4 - RESIDENTIAL
- ZONE 5 - INDUSTRIAL
- ZONE 6 - COMMERCIAL
- ZONE 7 - OFFICE
- ZONE 8 - PUBLIC USE
- ZONE 9 - OPEN SPACE
- ZONE 10 - AGRICULTURE
- ZONE 11 - FOREST
- ZONE 12 - WETLANDS
- ZONE 13 - HISTORIC DISTRICT
- ZONE 14 - MONUMENT
- ZONE 15 - OTHER



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Response to the Airport Land Use Commission (ALUC) Comments:

Revised Exhibit D-2 was incorrectly labeled. The map showed McClellan AFB Air Installation Compatible Use Zone (AICUZ) information rather than ALUC planning boundaries. The ALUC map has been printed along with the comment letter for clarification of this error.

The next comment refers to the following impact listed on page 20 of the FEIR:

[The sports complex is] "[L]ocated in the Airport Land Use Commission's Overflight Zone. Advisory guidelines recommend against locating uses which may result in large numbers of people in this area due mainly to noise problems and safety concerns."

The commentor advises that reference to the noise problem should be deleted. The ALUC concerns about the project are safety related only.

It should be noted that the response to Comment D-1 on page 58 of the FEIR was incorrect in saying that the ALUC Policy Plan states that accident potential in the overflight zone is marginal. The ALUC recommends against locating uses which will concentrate large numbers of people in the overflight zone based on FAA statistics which indicate that accidents occur around airports in predictable ways. The ALUC in adopting its policy plan recognized that a higher percentage of aircraft accidents occur within the clear zone, the approach zone, and the overflight zone of air installations than elsewhere. A much smaller percentage of accidents occur in the overflight zone than in either the clear zone or the approach zone.



# Sacramento Audubon Society

c/o Alta Tura 4633 Q Sacramento CA 95819

January 9, 1985

37

City of Sacramento  
Parks and Community Services  
Attn: Robert P. Thomas  
3520 Fifth Avenue  
Sacramento, CA 95817

Subject: Final EIR for Del Paso Regional Park Master Plan Implementation

The Sacramento Chapter of the Audubon Society is pleased that the CEQA process has created a forum in which environmental groups and recreation planners were able to look at Del Paso Park together. The EIR that has been produced is not always clear and evades some important issues. Yet it supplies some strong support for environmentally sound planning and dutifully endorses natural values. The EIR is an honest effort and useful. It is not a masterpiece, however, and will win no awards.

Del Paso Park still has the promise of coming together in its final form as a beautiful example of what a regional park can be, and it may yet win awards. Audubon believes that much will depend on how well the examples of natural habitat which are being reserved are protected.

We believe that the success of the natural area, which will lend the entire park its uniqueness and beauty, will depend almost entirely on how well it is protected. Functioning ecosystems can, for the most part, restore themselves if left alone. Very little effort to restore habitat is necessary. A major commitment to protection, however, will be vital.

Audubon would like to see protective measures begin as soon as possible. They should all be in place before the new facilities begin attracting large numbers of people. Contractors should be made responsible for any damage they may do to natural areas beyond what is necessary to complete their respective tasks.

Audubon wants to see a plan that guarantees that funds needed to protect the nature area will be found and allocated before construction of sports and other proposed facilities begin. Just as important, an adequate share of the revenue from the sports complex should be dedicated to the costs of maintaining the protective buffer and carrying out the mitigation measures recommended in the EIR.

We fear that funds will be found to construct the sports complex, bridge, road and parking lot and that the funds necessary to protect the natural areas will not be available. We fear that sections of trail in the park may remain impassable and discourage the kind of day use appropriate in a protected area. We fear that the necessary post and cable system, curbs and fences may not be established to keep motor vehicles out of these areas. We fear that the areas may not be adequately patrolled and that physical barriers will not be adequately maintained. We fear that city maintenance crews without guidance will continue to create new roads and erosion problems. We fear that the temptation to sell the relict blue oak savannah north of Longview Drive will become too great. We fear that the eastside day use area will be allowed to overtake some natural habitat areas.

The reason we are so fearful is that the EIR recommendations cannot, by themselves, protect the natural areas from degradation and destruction.

A park does not dare to show signs of neglect and abandonment. This invites usually law-abiding people to use it as a dump and as a place to try out their new chain saw, off road vehicle or shotgun. It also invites people who usually don't obey the law. The poor condition of the trails and lack of a cable barrier currently invite the worst uses of the park.

Improved trails would invite more appropriate use. As the park begins to look more and more like a place that people value and use for non-destructive recreation, the usually law-abiding people will begin using Del Paso Park to try out their new running shoes, camera, binoculars and field guide. Police patrol, vehicle barriers, maintenance and cleanup will be some of the necessary responsibilities the city will, as always, have to undertake. But the change in the park and especially the people will be worth it.

The Sacramento Audubon Society would like to offer its help to the city in any way we can and looks forward to enjoying a beautiful new regional park.

Sincerely

*Alta Fura*

Alta Fura  
Conservation Chair

Response to the Sacramento Audubon Society Comments:

Comment noted. No response necessary

SACRAMENTO HORSEMENS ASSOCIATION  
3200 LONGVIEW DRIVE  
NORTH HIGHLANDS, CALIFORNIA 95660

CITY OF SACRAMENTO

JAN 10 1985

DEPARTMENT OF  
COMMUNITY SERVICES

January 8, 1985

Mr. Robert P. Thomas, Director  
PARKS AND COMMUNITY SERVICES  
3520 Fifth Avenue  
Sacramento, CA 95817

Dear Mr. Thomas:

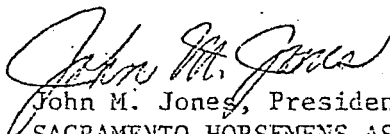
The Sacramento Horsemens Association would like to make the following comments on the final EIR report issued January 2, 1985 for the Del Paso Regional Park Master Plan.

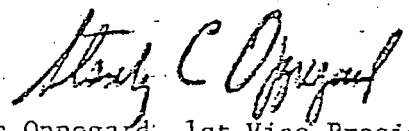
We feel that there has not been adequate attention given in this report to providing bridges which will be high enough and broad enough to allow horses on the bridle trails to pass underneath. Comments on the horse/car conflict refer to mitigation measures on Pages 90-91 of the DEIR which we feel are not realistic or feasible. Requiring horses to cross a busy street is a dangerous thing, even when there are signs provided. Providing "crossing guards during high sport complex use" is not a satisfactory solution because there will be hundreds of horse crossings at other times. Also, who will provide the "crossing guards" for the next 50 years? Who will pay the "crossing guards"?

We feel that it is absolutely mandatory that bridges be constructed which will allow uninterrupted continuation of the trails which, incidentally, are used also by people other than horsemen.

We also feel that the mitigation measure for illegal parking in Comment D-20 is not realistic. People will be parking their vehicles illegally in SHA grounds and we do not feel that there will be "rigorous police enforcement" of this problem. It will be a continuous problem irregardless of signage and police enforcement.

Sincerely,

  
John M. Jones, President  
SACRAMENTO HORSEMENS ASSOCIATION

  
Stan Oppgaard, 1st Vice President  
SACRAMENTO HORSEMENS ASSOCIATION

Response to Sacramento Horsemen's Association Comments:

Comment noted. Since it is anticipated that riders will be able to pass under the bridge during fair weather, the potential horse/car conflicts would only occur during periods when foul weather necessitates at-grade crossings. It is unlikely that the sports complex would be used when the weather is bad. If crossing guards are necessary, tournament organizers and/or Horsemen's Association members could be called upon to provide the service as suggested on page 91 of the DEIR. These crossing guards could be volunteers from the organizations as this conflict is expected to occur infrequently.

If it is not feasible to construct the bridge so that it is high enough to allow riders to pass under, the City Department of Parks and Community Services will make reasonable efforts to minimize the safety hazards to riders crossing the access road at-grade. This would include installing warning signs at the horse crossings.

The access road that is included in the revised plan does not provide a bridge in the vicinity of the Horsemen's Association, so illegal parking at the facility would not be convenient and is not anticipated.





# THE CALIFORNIA NATIVE PLANT SOCIETY

DEDICATED TO THE PRESERVATION OF CALIFORNIA NATIVE FLORA

3501 Pageant Drive  
Sacramento, CA 95826  
January 9, 1985

CITY OF SACRAMENTO

JAN 11 1985

DEPARTMENT OF  
COMMUNITY SERVICES

Environmental Assessment Team  
Del Paso Regional Park Master Plan  
Department of Parks and Community Services  
3520 Fifth Avenue  
Sacramento, CA 95817

Dear Sir/ Madame:

As part of the FEIR for Del Paso Regional Park Master Plan Implementation Program, the new maps for both west and east sides of Del Paso Park show greater awareness of a variety of factors essential to implementation. Placing the parking area to the south of the sports complex, allowing the terrace to regenerate vegetatively, preserving the heritage oaks, removal of the nursery, preservation of the vernal pool sites, changing the alignment of the access road so it no longer parallels the creek, or cuts through the center of the terrace, were among these factors as absolute necessities for the west side.

Items that must yet be dealt with in the west area are:

1. designation of the terrace and riparian corridor as a natural area,
2. acceptance of the area north of Longview, which is a part of the park and should be included in the plan, as a natural area in mitigation for loss of natural area in the sports complex, parking lot, and expansion of play areas west of Renfree Park,
3. removal of turf area from the natural area,
4. slightly altering the access road so it goes to the west of the 50" blue oak, and is outside its dripline, and
5. placing a barrier between the golf course and natural area.

East area revisions were the ones that seemed to be necessary, and reasonable. The barrier, shown on the new map as a dashed line, between day use and natural area should, however, be moved so it is south of the dripline of the large trees, instead of going among them, thus keeping them out of the irrigated lawn.

The purpose of the California Native Plant Society is preservation of native vegetation. The Sacramento Valley Chapter urges that this concern be fully included and implemented in the Del Paso Plan.

Sincerely,

*Betty Matyas*

Betty Matyas  
Sacramento Valley Chapter

Response to The California Native Plant Society Comments:

Comment noted. The list of "items that must yet be dealt with in the west area" are responded to below in numerical order.

- 1) The revised plan includes the designation of the terrace and riparian corridor as natural area.
- 2) The area north of Longview Drive is out of the study area for the Master Plan Implementation Program, and is therefore beyond the scope of the EIR.
- 3) The Department of Parks and Community Services plans to remove the tree farm, while maintaining the turf area. Barriers will be provided between the sod farm and the natural area.
- 4) The Department of Parks and Community Services decided to locate the access road east of the 50-inch blue oak based on environmental data presented to them by concerned citizens. The access road will be located as close to Watt Avenue/Business 80 as possible to minimize impacts on the blue oak. If economically feasible, the portion of the access road beneath the dripline of the blue oak may be elevated to minimize impacts to the tree. Locating the access road west of the blue oak would reduce the amount of contiguous acreage in the terrace natural area and could result in impacts to the oak located southwest of the blue oak in question.
- 5) The revised plan includes a cyclone fence as a barrier between the golf course and the natural area.

In the east area of the park, the barrier between the day-use area and the natural area has been moved. The revised plan delineates this barrier south of the dripline of the large trees.

REVISED DEL PASO REGIONAL PARK MASTER PLAN

#37

The Del Paso Regional Park revised plan includes a four-field lighted softball complex, 500-space parking lot, warm-up and picnic area, and preserved natural habitat west of Watt Avenue.

East of Watt Avenue improvements include expanding Renfree Field parking lot to meet the current demands; combining the day use open space and neighborhood park into one continuous area and locating an unlighted soccer field within the day use area and a small parking lot (approximately 16 spaces) to meet the picnic area needs; and designating a large natural habitat area to be permanently preserved.

This description will reference the visual presentation shown on Exhibits 1 and 2.

Access Bridge - The bridge will be built 500+ feet west of Watt Avenue via the most direct route to avoid impact on vegetation and avoid paralleling the riparian corridor. Construction of a steep berm on the bridge ramps to route wildlife along the creek is necessary. It is intended that the bridge will be sufficiently high to allow equestrian passage on the bridle trail during fair weather months. If this is not feasible, an on-grade equestrian crossing with appropriate signage will be provided.

Access Road - The access road will parallel Watt Avenue and Interstate 80 to the parking lot south of the complex. Road shoulders will be provided to accommodate disabled vehicles. Parking along access road will be prohibited and strictly enforced. Installation of a post and cable system is necessary to protect non-vehicle access. Enforcement of strict limits of work during construction is necessary. Reasonable efforts will be made to protect the oak tree near Watt Avenue.

Sports Complex - The wheel-like configuration of four lighted softball fields will be supported by bleacher seating for approximately 7,000; food concession; restrooms, a combination warm-up, tot lot and picnic area. The complex will be situated south of the three vernal pools and oak woodland between the golf course and Interstate 80. Drainage will be provided to protect the terrace from irrigation run-off. Access to the habitat area will be restricted by fencing the complex. Centralizing the support facilities is the most efficient method for operation. Native vegetation will be used in landscaping except within the complex lawn area.

Parking Lot - Paved parking will be provided south of the complex along Interstate 80. 500 spaces will be adequate, yet not excessive. Overflow parking will be permitted south of the paved lot during peak use and the future Light Rail parking lot may be utilized during peak use. The parking lot shall conform to the local tree shading ordinance.