

**MINUTE ITEM**

This Calendar Item No. C06  
was approved as Minute Item  
No. 06 by the State Lands  
Commission by a vote of 3  
to 0 at its 8-3-94  
meeting.

**CALENDAR ITEM**

**C06**

A 9  
S 6

08/03/94  
W 25094  
Burks  
PRC7775

**DREDGING LEASE**

**APPLICANT:**

City of Sacramento  
Neighborhood Services Department  
1231 "I" Street, Suite 400  
Sacramento, California 95814

**AREA, TYPE LAND AND LOCATION:**

Tide and submerged land located at Miller Park, Sacramento  
County.

**LAND USE:**

Proposed dredging to widen existing boat launch ramp.

**PROPOSED LEASE TERMS:**

Proposed period:

Ten (10) years beginning August 3, 1994.

**CONSIDERATION:**

The public use and benefit; with the State reserving  
the right at any time to set a monetary rental if the  
Commission finds such action to be in the State's best  
interest.

**BASIS FOR CONSIDERATION:**

Pursuant to 2 Cal. Code Regs. 2003.

**APPLICANT STATUS:**

Applicant is owner of upland.

**PREREQUISITE CONDITIONS, FEES AND EXPENSES:**

Filing fee and processing costs have been received.

**STATUTORY AND OTHER REFERENCES:**

A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.

B. Cal. Code Regs.: Title 3, Div. 3; Title 14, Div. 6.

AB 884:

10/18/94

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CALENDAR ITEM NO. C06 (CONT'D)

**OTHER PERTINENT INFORMATION:**

1. A Negative Declaration was prepared and adopted for this project by the City of Sacramento. The State Lands Commission's staff has reviewed such document. A Mitigation Monitoring Plan was not prepared by the City of Sacramento.
2. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

**APPROVALS OBTAINED:**

United States Army Corps of Engineers; Fish and Game.

**FURTHER APPROVALS REQUIRED:**

State Lands Commission.

**EXHIBITS:**

- A-1. Site Map
- A-2. Location Map
- B. Negative Declaration (SCH 93042008)

**IT IS RECOMMENDED THAT THE COMMISSION:**

1. FIND THAT A NEGATIVE DECLARATION (SCH 93042008) WAS PREPARED AND ADOPTED FOR THIS PROJECT BY THE CITY OF SACRAMENTO AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. FIND THAT THIS ACTIVITY IS CONSISTENT WITH THE USE CLASSIFICATION DESIGNATED FOR THE LAND PURSUANT TO P.R.C. 6370, ET SEQ.
3. AUTHORIZE ISSUANCE TO CITY OF SACRAMENTO OF A TEN-YEAR DREDGING LEASE BEGINNING AUGUST 3, 1994; IN CONSIDERATION OF PUBLIC USE AND BENEFIT, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; TO DREDGE AND REMOVE A MAXIMUM OF 100 CUBIC YARDS DURING INITIAL CONSTRUCTION OF THE LAUNCH RAMP PROJECT AND A MAXIMUM OF 300 CUBIC YARDS ANNUALLY THEREAFTER FROM LEASE PREMISES DURING REMAINDER OF LEASE TERM; DISPOSAL OF ALL DREDGED MATERIAL MUST BE APPROVED BY LESSOR 90 DAYS PRIOR TO ACTUAL DREDGING.

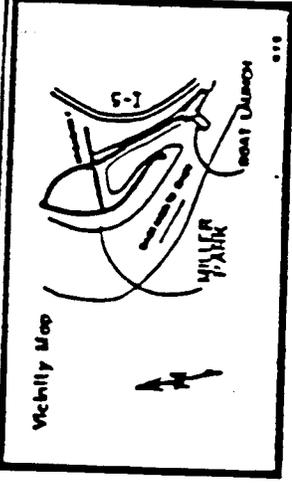
RIVER

SACRAMENTO

PROJECT SITE

MILLER PARK

This Land description is solely for purposes of generally defining the lease premises, and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.



**PROPOSED BOAT LAUNCH IMPROVEMENTS FOR MILLER PARK**  
 CITY OF SACRAMENTO, NEIGHBORHOOD SERVICES DEPT.  
 1231 I STREET, SUITE 400 (916) 264-5125  
 SACRAMENTO, CALIFORNIA 95814  
 LOCATION: SACRAMENTO RIVER, MILE 57.3, LEFT BANK

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EXHIBIT A-1	
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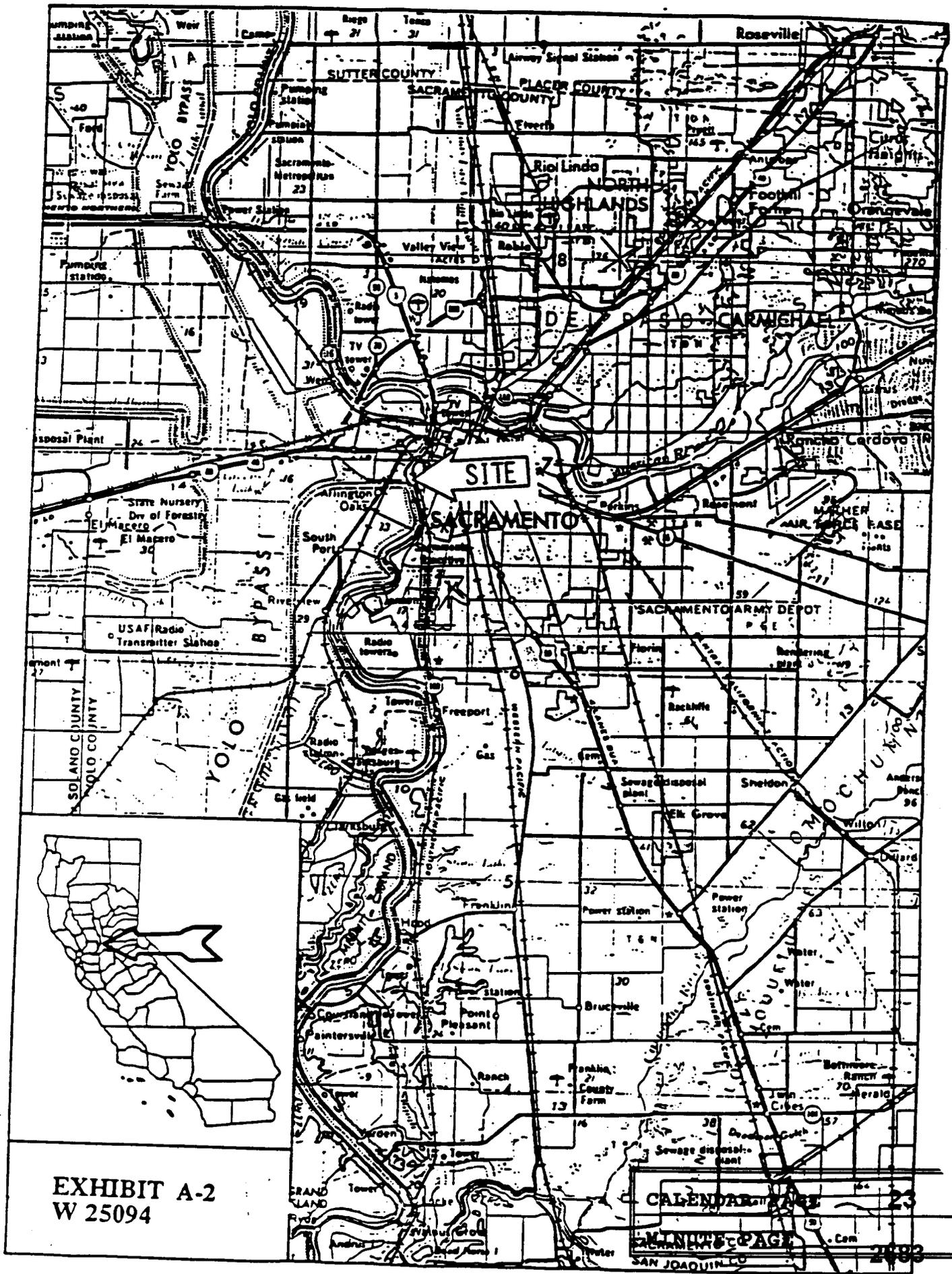


EXHIBIT A-2  
W 25094

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DEPARTMENT OF  
PLANNING AND DEVELOPMENT

CITY OF SACRAMENTO  
CALIFORNIA

1231 I STREET  
ROOM 200  
SACRAMENTO, CA  
95814-2998

NEGATIVE DECLARATION

BUILDING INSPECTIONS  
916-449-5716

PLANNING  
916-449-5604

The Environmental Services Manager of the City of Sacramento, California, a municipal corporation does prepare make, declare, and publish this Negative Declaration.  
PCIP-LJ11

The City of Sacramento, Department of Parks and Community Services is proposing to replace the existing boat launch at Miller Park. The proposed project is located at Harbor View Drive and Broadway and is situated south of Bus 80 (I-80) and west of Interstate 5 (I-5). The project site is currently developed with a Park (Miller Park). According to the Department of Parks and Community Services, the project includes the extension of the existing concrete launch ramp and the replacement of the existing cable-tied floating dock. Minor improvements associated with the proposed project include: 1) the extension of an existing water main and the installation of a new fire hydrant at the launch ramp, 2) boat launch ramp replacement/restoration (if feasible), and 3) dredging and slope protection associated with the boat launch ramp extension.

The City of Sacramento, Department of Planning and Development, Environmental Services Division has reviewed the proposed project and has determined that the project as proposed will not have a significant effect on the environment. This conclusion is based on information contained in the attached Initial Study.

An Environmental Impact Report is not required pursuant to the Environmental Quality Act of 1970 (Division 13 of the Public Resources Code of the State of California).

This environmental review process and Negative Declaration filing is pursuant to Title 14, Division 6 Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Sacramento Local Environmental Regulations (Resolution 78-171) adopted by the City of Sacramento and pursuant to Sacramento City Code, Chapter 63.

A copy of this document may be reviewed/obtained at the City of Sacramento, Department of Planning and Development, Environmental Services Division, 1231 I Street, 3rd Floor, Sacramento California 95814.

Environmental Services Manager of the  
City of Sacramento, California,  
a municipal corporation

CIP-LJ11  
attachment  
rev. 1/90  
form.7

By:

<i>Carole L. Brown</i>	
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# CITY OF SACRAMENTO

## INITIAL STUDY

This Initial Study has been required and prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Room 301, Sacramento, CA 95814, (916) 449-2037, pursuant to CEQA Guidelines, Section 15063 (August 1, 1983). 264-7307

File No. and/or Project Name: Miller Park Boat Launch Improvements (CIP-7)  
Project Location: Harbor View Drive & Broadway  
Applicant - Name: City of Sacramento, Parks & Community Services Dept.  
Address: 1231 I Street, Room 400  
Sac CA 95814

### ENVIRONMENTAL IMPACTS

- |   | YES/MAYBE/NO              |
|---|---------------------------|
| 1. <b>Earth.</b> Will the proposal result in:   |                           |
| a. Unstable earth conditions or in changes in geologic substructures?   | <u>No</u>                 |
| b. Disruptions, displacements, compaction or overcovering of the soil?  | <u>Maybe</u>              |
| c. Change in topography or ground surface relief features?  | <u>No</u>                 |
| d. The destruction, covering or modification of any unique geologic or physical features?   | <u>No</u>                 |
| e. Any increase in wind or water erosion of soils, either on or off the site?   | <u>No</u>                 |
| f. Changes in deposition or erosion of beach sands, or changes in siltation deposition or erosion which may modify the channel of a river, stream, inlet or lake? | <u>No</u>                 |
| g. Exposure of people or property to geologic hazards such as earthquakes, ground failure, or similar hazards?  | <u>Maybe</u><br><u>No</u> |
| 2. <b>Air.</b> Will the proposal result in:   |                           |
| a. Substantial air emissions or deterioration of ambient air quality?   | <u>No</u>                 |
| b. The creation of objectionable odors?   | <u>No</u>                 |
| c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?   | <u>No</u>                 |
| 3. <b>Water.</b> Will the proposal result in:   |                           |
| a. Changes in currents, or the course of direction movements, in either marine or fresh waters?   | <u>No</u>                 |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?  | <u>No</u>                 |
| c. Alterations to the course of flow of flood waters?   | <u>No</u>                 |
| d. Change in the amount of surface water in any water body?   | <u>No</u>                 |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?         | <u>No</u>                 |
| f. Alteration of the direction or rate of flow of ground waters?  | <u>No</u>                 |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?         | <u>No</u>                 |
| h. Substantial reduction in the amount of water otherwise available for public water supplies?  | <u>No</u>                 |
| i. Exposure of people or property to water related hazards such as flooding?  | <u>No</u><br><u>YES</u>   |

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- 4. **Plant Life.** Will the proposal result in:
  - a. Change in the diversity of species, or number of any species of plants? No
  - b. Reduction of the numbers of any unique, rare or endangered species of plants? No
  - c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? No
  - d. Reduction in acreage of any agricultural crop? No
  
- 5. **Animal Life.** Will the proposal result in:
  - a. Change in the diversity of species, or number of any species of animals? No
  - b. Reduction of the numbers of any unique, rare or endangered species of animals? No
  - c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? No
  - d. Deterioration of existing fish or wildlife habitat? No
  
- 6. **Noise.** Will the proposal result in:
  - a. Increases in existing noise levels? No
  - b. Exposure of people to severe noise levels? No
  
- 7. **Light and Glare.** Will the proposal produce new light or glare? No
  
- 8. **Land Use.** Will the proposal result in a substantial alteration of the present or planned land use of an area? *(A 99 flood zone)* YES
  
- 9. **Natural Resources.** Will the proposal result in:
  - a. Increase in the rate of use of any natural resources: No
  - b. Substantial depletion of any nonrenewable natural resource? No
  
- 10. **Risk of Upset.** Does the proposal involve:
  - a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? No
  - b. Possible interference with an emergency response plan or an emergency evacuation plan? No
  
- 11. **Population.** Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? No
  
- 12. **Housing.** Will the proposal affect existing housing, or create a demand for additional housing? No
  
- 13. **Transportation/Circulation.** Will the proposal result in:
  - a. Generation of substantial additional vehicular movement? No
  - b. Effects on existing parking facilities, or demand for new parking? No
  - c. Substantial impact upon existing transportation systems? No
  - d. Alterations to present patterns of circulation or movement of people and/or goods? No
  - e. Alterations to waterborne, rail or air traffic? No
  - f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? No

14. **Public Services.** Will the proposal have an effect upon, or result in need for new or altered governmental services in any of the following areas:

- a. Fire protection?
- b. Police protection? No
- c. Schools?
- d. Parks or other recreational facilities?
- e. Maintenance of public facilities, including roads?
- f. Other governmental services?

No  
No  
No  
No  
No

15. **Energy.** Will the proposal result in:

- a. Use of substantial amounts of fuel or energy?
- b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy?

No  
No

16. **Utilities.** Will the proposal result in a need for a new system, or substantial alterations to the following utilities:

- a. Power or natural gas?
- b. Communications systems?
- c. Water?
- d. Sewer or septic tanks?
- e. Storm water drainage?
- f. Solid waste and disposal?

No  
No  
No  
No  
No  
No

17. **Human Health.** Will the proposal result in:

- a. Creation of any health hazard or potential health hazard (excluding mental health)?
- b. Exposure of people to potential health hazards?

No  
No

18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

No

19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

No

20. **Cultural Resources.**

- a. Will the proposal result in the alteration or destruction of a prehistoric or historic archaeological site?
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?
- d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

No  
No  
No  
No

21. **Mandatory Findings of Significance.**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

No  
No  
No  
No

SHORT TERM IMPACT	27
LONG TERM IMPACT	No
2007	

- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)
- d. Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No  
No

MITIGATION MEASURES

- The applicant has agreed to revise the project to incorporate the mitigation measures contained in Attachment A, Discussion of Initial Study.
- A discussion of the project's impacts is contained in Attachment A, Discussion of Initial Study. Mitigation is required for this project.

REFERENCES

- City of Sacramento General Plan Update EIR, 1988
- City of Sacramento Zoning Ordinance
- North Natomas Community Plan EIR
- South Natomas Community Plan EIR & SEIR
- Airport-Meadowview Community Plan EIR
- North Sacramento Community Plan EIR
- South Sacramento Community Plan EIR
- Pocket Community Plan Update
- Downtown Redevelopment Plan Update and EIR, 1985
- Central City Community Plan EIR
- ITE Trip Generation Manual, Fifth Edition
- South Coast Air Quality Maintenance District "Air Quality Handbook for Preparing EIR's"
- Land Use Planning Policy Within the 100 Year Flood Plain in the City and County of Sacramento EIF
- Urbemis - 3
- Emfac 7 PC
- CALINE 4
- Traffic Study
- Noise Study
- Preliminary Site Assessment:
- Other: 1991 Sacramento-San Joaquin Delta, River front Development Permit H
- other: 1991 Sacramento River Swainson's Hawk Nesting Population Study,?

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in this Initial Study have been added to the project. A **NEGATIVE DECLARATION WITH MITIGATION MEASURES WILL BE PREPARED.**
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

DATE: March 17, 1993

SIGNATURE: [Signature]

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**CITY OF SACRAMENTO ENVIRONMENTAL SERVICES DIVISION**  
**ATTACHMENT A. DISCUSSION OF INITIAL STUDY**  
**AND ENVIRONMENTAL FINDINGS**

**I. PROJECT INFORMATION**

**Project Number:** Capital Improvement Project LJ11

**Project Name:** Miller Park Boat Launch Improvements

**Project Applicant:** City of Sacramento, Department of Parks and Community Services  
1231 I Street, Room 400  
Sacramento, CA 95814

**Project Location**

The project is located at Harbor View Drive and Broadway and is situated south of Business 80 (I-80) and west of Interstate 5 (I-5). The site is within the most northwestern portion of the of Land Park Community area (See Attachment B, Locator Map).

**Project Description**

The project site is designated for Parks, Recreation, and Open Space within the SGPU. Currently, the site is developed with a Park (Miller Park). The City of Sacramento, Department of Parks and Community Services is proposing to replace the existing boat launch at Miller Park.

According to the Department of Parks and Community Services, the project includes the extension of the existing concrete boat launch ramp and replacing the existing cable-tied floating dock. Minor improvements associated with the proposed project include: 1) the extension of an existing water main and the installation of a new fire hydrant at the boat launch ramp, 2) boat launch ramp replacement/restoration (if feasible), and 3) dredging and slope protection associated with the boat launch ramp extension.

The existing four lane boat ramp will be extended approximately 4'5" feet deeper into the river than what currently exists. This extension is to facilitate boat launching during low water periods. Since the ramp extension work will occur below the water line, this portion of the ramp will be precast concrete panels. The panels will have a slip resistant surface and will be placed on a graded rock base. The concrete panels will be tied and interlocked together and connected to the existing ramp. The river material will be excavated at the bottom of the existing ramp for the precast panels and rock base. The protective rock covering will guard against slope erosion. The extension will be at the same slope as the existing ramp.

The two new boarding floats and the majority of the boat ramp improvements (the concrete panels) will be precast and brought to the site and assembled. The floats will be a minimum of 6 feet wide and will be 60 feet long. The new facilities will be designed to facilitate handicap access. The riverbank adjacent to the ramp will be slightly modified to conform with the improvements.

According to the Department of Parks and Community Services, the required permits will be obtained and/or will be renewed (for the proposed project) by their Department (Verbal Comment, Dennis Day 3/19/93). The Department of Parks and Community Services also notes (Project Plans, General Notes #11), that a qualified archaeologist will be consulted to evaluate the potential cultural resources impacts in the event that any unusual amounts of bones, stones or artifacts are uncovered during work activities.

According to the Department of Parks and Community Services, the existing ramp is too short when water levels drop during summer and fall months, especially during drought years. The boarding floats are weathered and worn after years of use and require replacement. The structural integrity of the float frames has also deteriorated over the years.

## **II. GENERAL ENVIRONMENTAL SETTING**

The subject site is located within the northwestern portion of the Land Park area. Access to the park is via Harbor View Drive and Broadway. The surrounding land uses are the Sacramento River to the west, Interstate 5 to the east, Business 80 to the north and the Sacramento parkway to the south.

## **III. DISCUSSION OF FINDINGS**

The purpose of the following analysis is to provide documentation for the answers provided on the Initial Study List as well as to provide a factual basis for determining whether the proposed boat launch improvements will have a significant impact on the environment.

### **1. Earth**

The subject site is located in an area which has Holocene Floodplain deposits. Holocene Floodplain Deposits represent the depositional regime of the area immediately prior to streamflow and drainage changes brought about within the last 135 years. These floodplain deposits are unconsolidated sands silts and clays formed from flooding of the American and Sacramento rivers and these soils are generally moderately to highly permeable (SGPU EIR, T-1).

The proposed project includes the compaction and overcovering of soil to provide for the proposed improvements (the extension of the boat launch ramp). The proposed project may

require minor disruption of soil; however, there is no indication of any unusual geotechnical, seismic, or unique geologic/physical features which will occur or be aggravated by the proposed project. No unique geologic features exist on the project site (SGPU EIR, T-2).

Development within the SGPU area is subject to potential damage from earthquake groundshaking at a maximum intensity of VIII of the Modified Mercalli Scale (SGPU EIR, T-16). Currently, the City requires that all new structures be designed to withstand this intensity level, since the City is within Zone 3 of the UBC's Seismic Risk Map of the United States (SGPU EIR, T-20).

A temporary increase in wind (dust) and/or erosion of soils could occur during the extension and preparation of the ramp area depending upon weather conditions. However, Sacramento City Code (SCC 9.3810) address these impacts by the standard practice of watering the site during project preparation and construction.

According to the Department of Parks and Community Services project description, the extension of the existing boat ramp requires minor dredging and streambed preparation (the installation of protective rock covering to guard against slope erosion) for the proposed concrete panels. Dredging and all other work activities within the Sacramento River require several permits from both Federal and State regulatory agencies. The June 1991, Sacramento-San Joaquin Delta, Riverfront Development Permit Handbook states that the work activities proposed, for implementation of the proposed project, will require permits from the State Land Commission, the Army Corps of Engineers, the Department of Fish and Game, and the Reclamation Board (page 11). According to Dennis Day (Project Manager, Department of Parks and Community Services) the required permits will be obtained and/or renewed for project implementation by their Department (Verbal Comment, Dennis Day - 3/19/93).

Therefore, the impacts to this category are anticipated to be less-than-significant.

## 2. Air

The air quality of a region is determined by the quantities and type of pollutants emitted, and by the concentrations and accumulations of those pollutants under the influences of local meteorology and topography. The 1986-2006 SGPU EIR identified urban emission sources as the primary source for existing air quality problems. Major sources of air pollutant in the Sacramento Area are: vehicle exhaust; solvents use; pesticide application; petroleum processing, transfer and storage; industrial processes; and agriculture and waste burning. The automobile is the largest single source category for carbon monoxide, hydrocarbons and oxides of nitrogen. The 1986-2006 SGPU EIR states that federal air quality standards for ozone and carbon monoxide are being exceeded several times per year in Sacramento County (EIR, Z-6).

Ozone: Ozone is a secondary pollutant produced over time by a complicated series of chemical reactions involving nitric oxide, nitrogen dioxide, various organic compounds, ultraviolet light, and normal components of the atmosphere. Ozone problems have been identified as the

cumulative result of regional development patterns, rather than the result of a few incremental significant emission sources (SGPU EIR, Z-9).

**Carbon Monoxide:** Carbon monoxide (CO) is primarily a winter period pollution problem. The 1986-2006 SGPU EIR states that motor vehicle emissions are the dominant source of CO in most areas (EIR, Z-17). The document further states that CO problems are usually localized, often the result of a combination of high traffic volumes and significant traffic congestion (EIR, Z-17).

### Project Impacts

The proposed project itself will have a less-than-significant impact on air quality. The proposed project is consistent with the 1986-2006 SGPU land use designation of Parks, Recreation, and Open Space. However, the traffic associated with the use of the existing park produces emissions of various compounds which contribute to regional and local air quality problems. Ozone problems associated with buildout of the SGPU represent significant unavoidable adverse impacts (SGPU EIR, Z-60 and Z-69).

The proposed project will facilitate boat users. The proposed improvements are not anticipated to increase the number of persons using the park site. Although people using the park have lead to additional pollutants emitted into the atmosphere; the significant adverse air quality impacts have been overridden with the implementation of the Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento General Plan Update. No new air quality impacts are anticipated.

Due to the nature of the project (boat dock/launch improvements), as a result of idling vehicles, there is an increase in air quality emissions. This subject of air quality associated with the idling of vehicles is a relatively new one. Most agencies are at the early stages of analyzing the air quality impacts associated with idling vehicle uses. Therefore, there is little "hard" data available on this subject, although some preliminary reports are currently available.

Carbon monoxide (CO) would be the primary pollutant produced by the idling vehicles. If the vehicle is turned off and then restarted (rather than if the car remains idling), there is a substantial increase in Reactive Organic Gases (ROG) and Nitrogen Oxides (NOX) emissions (South Coast Air Quality Management District). The amount of air pollutant emissions is dependent on the time a vehicles waits on the boat ramp, as compared to the time stopping, waiting, and then starting again. If the time waiting, on the boat ramp, is short and the time parked is longer, then there will be greater emissions associated with the parked vehicle, due to the higher amount of emissions associated with starting up the engine. On the other hand, if the waiting while the vehicle is idling is long and the "stop, park, and restart" is short, then the emissions are greater from the vehicles using the proposed facilities. The proposed project will contribute to the air quality impacts identified in the SGPU EIR; however, the boat ramp/dock is existing. The proposed project will not increase the amount of persons using the boating facilities and therefore, is not expected to contribute pollutants beyond those identified in the SGPU EIR.

Particulate matter also degrades air quality. Development of the proposed boat launch improvements (the extension of the ramp area) could result in a short term particulate matter impact. The Sacramento City Code (SCC, Section 9.3810) addresses these impact by the standard practice of watering the site during project preparation and construction.

### Cumulative Impacts

A statement of finding and Overrides was adopted by the City of Sacramento for the 1986-2006 SGPU. The proposed project is consistent with the SGPU land use designation of Parks, Recreation, and Open Space. The projected boat launch improvements are not anticipated to increase the number of persons using the park site, but to improve the quality of the services provided to people using the park. The vehicle trips generated by persons using the park contribute to the air quality impacts identified in the SGPU EIR; however, the proposed park improvements are not anticipated to contribute significant air quality pollutants. Therefore, the proposed project is not anticipated to result in an increase in impacts related to air quality over what was analyzed for the SGPU

### 3. Water

The proposed project is located in an area of the City determined to have less than 100-year flood protection. Implementation of the project will therefore expose people and/or property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the City Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a Program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City. The flood-related risks created by the proposed project fall within the scope of the Program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the Program EIR and its adoption of the Policy are applicable to the proposed project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento. This document is appended to the Program EIR available through the Department of Planning and Development. Since the flooding impacts have been overridden by the Council, the proposed project is anticipated to result in a less-than-significant water (flooding) impact.

Vehicles using the Miller Park boat ramp have the potential to impact water quality within the Sacramento River. The Miller Park boating facility has the required permit (NPDES) with the Regional Water Quality Control Board. The Regional Water Quality Control Board oversees and issues permits for any activity which will discharge waste into any surface waters of the State (the Sacramento River). Because the boat ramp has an existing permit (NPDES) with the

Regional Water Quality Control Board, no physical environmental impact is anticipated/identified.

The proposed project will require work (dredging and the installation of protective rock under the proposed concrete panels to guard against slope erosion) within the Sacramento River. For a more detailed discussion of potential impacts please refer to Section 1. Earth of this Negative Declaration.

#### 4. Plant Life

The subject site is located in an Urban Land Habitat. Much of this habitat is not vegetated. When present, the dominant vegetation consists of artificially irrigated ornamental plantings (SGPU EIR, U-14). There are numerous trees located within Miller Park. Trees are aesthetically pleasing and do provide shade and potential habitat for some wildlife. The project is proposing to extend the length of the existing ramp by four and a half feet into the river. There is no vegetation to be removed within this area. Therefore, the proposed project is anticipated to result in a less-than-significant plant life impact.

#### 5. Animal Life

According to the SGPU (EIR, U-21), the project site is located within an area known to have had sightings of the Swainson's hawk. The Swainson's hawk is listed by the State Department of Fish and Game (DFG) as Threatened and is a Category 2 Candidate Species for federal listing. A Category 2 Candidate Species is species under review for federal listing. Category 2 includes species for which the U.S. Fish and Wildlife Service presently has some information indicating that "proposing to list them as endangered or threatened species is possible appropriate," but for which further biological research and field study is usually needed to determine biological vulnerability and threats (SGPU EIR, U-20).

There are numerous known nest sites for this species along the Sacramento River. Swainson's hawks were once found throughout lowland California and were absent only from the Sierra Nevada, north coast ranges and Klamath Mountains, and portions of the desert regions of the state. Today, Swainson's hawks are restricted to portions of the Central Valley and Great Basin regions of the United States. Urban expansion onto surrounding agriculture and grassland area, further threatens the population.

The Swainson's hawk is known to nest at numerous sites along the Sacramento River in the North Natomas, South Natomas, Airport Meadowview, and Pocket areas. All known nest sites within the SGPU area occur in riparian trees. This species is vulnerable to human disturbance of its nest site, and prefers foraging in open grasslands and agricultural fields such as alfalfa (Department of Fish and Game - Ron Schlorff, Per. Comm.). The nesting season of the Swainson's hawk extends from late March through mid-July. Swainson's hawks have become almost entirely dependent on annual grasslands and crops such as alfalfa for foraging habitat in

California. Most of the native grasslands which formerly provided foraging habitat have been eliminated by agriculture and urbanization.

The U.S. Department of the Interior, Fish and Wildlife Service, Region 1 has published the 1991 Sacramento River Swainson's Hawk Nesting Population Study (February, 1993). According to this study, there are no known Swainson's hawk nests located within a one-half of a mile of the project site (page 22). Therefore, the proposed project is not anticipated to result in a significant animal life impact.

#### 6. Noise

Miller Park is existing. The proposed project is not anticipated to impact or be impacted by the existing noise environment. Implementation of the proposed project will result in short term increases in ambient noise levels. However, this increase is associated with construction at the site and is not anticipated to add to the anticipated noise level. The boat launch improvements will require some river dredging and site preparation (pile driving for new docks) in the Sacramento River. The noise emitted from this work is anticipated to be generated by loud equipment. Loud equipment is defined from the City's Noise Ordinance Section 66.302 and consists of equipment such as pile drivers, pneumatic hammers, electric hoists and other equipment which generate unusual and/or loud noises. Noise is also anticipated to be generated by normal human activities within the Park site itself and by persons using the boat launch facility.

Section 66.301 of the Noise Ordinance recognizes that it is "unlawful for any person to make or continue to cause to be made or continued any unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area." The proposed boat launch improvements are not anticipated to result in a noise impact on adjacent land uses. Therefore, the proposed project is anticipated to result in a less-than-significant noise impact.

#### 7. Light and Glare

No new lighting is proposed at the boat launch site. All existing lighting within the park has been installed to meet City standards. These standards require that lighting not generate light or glare onto surrounding residential property (if nearby) or oncoming traffic. Therefore, impacts in this category are considered to be less than significant.

#### 8. Land Use

The proposed project is consistent with SGPU land use designation of Park, Recreation, and Open Space. The subject site is developed with a Park. The project consists of the replacement/minor expansion of the existing boat ramp and a new fire hydrant at the boat ramp. The proposed project is not expected to result in an alteration of the present or proposed land use in the area.

The proposed project will require work (dredging and the installation of protective rock under the proposed concrete panels to guard against slope erosion) within the Sacramento River. For a more detailed discussion of potential impacts please refer to Section I. Earth of this Negative Declaration.

The proposed project is located within an area of the 100-year floodplain designated as Zone A-99 on the Sacramento Community's Official Flood Insurance Rate Map dated November 15, 1989. Under applicable provisions of the Sacramento City Code new development is permitted on the project site. The impacts for this category are considered less-than-significant.

9. Natural Resources

Other than the cumulative but relatively minor consumption of materials used for the improvements to the proposed boat launch facilities, the proposed project will not result in an increase in the rate of use of any natural resources or substantial depletion of any non-renewable natural resources. Therefore, it is concluded that the impacts in this category are less than significant.

10. Risk of Upset

The storage of toxic materials or chemicals in large quantities is not an acceptable activity in recreational areas. There is no indication that past uses on this site would pose a concern regarding toxic contamination. Therefore, it is concluded that impacts in this category are less than significant.

11/12. Population/Employment/Housing

Due to the "public facility" nature of the project proposal, the project will not alter the location, distribution, density or growth rate of the human population of the area. The project will not affect existing housing or create a demand for additional housing. Therefore, a less-than-significant population/employment and housing impact is anticipated.

13. Transportation/Circulation

The proposed project will have access via Broadway and Harbor View Drive. Traffic on both Broadway and Harbor View Drive, on the applicable roadway segment serving the park site, is undefined within the SGPU. However, Broadway, from 3rd Street to Riverside, (the primary arterial leading to the park site) is currently a LOS of A and is anticipated to remain a LOS of A at SGPU buildout (EIR, Y-76).

The level of service (LOS) is a means of evaluating traffic operating conditions and of providing a basis for comparison of operating conditions before and after project generated traffic is added to the street system. LOS is a measure of the quality of traffic operations whereby LOS "A" through LOS "F" represent progressively worsening conditions. The procedure for calculating the LOS at unsignalized intersections is based upon determining the "reserve capacity" for each

intersection movement which must yield the right-of-way. Reserve capacity is defined as the relationship of conflicting traffic and operating speed and type of traffic control. The reserve capacity designation is an indication of the quantity of additional vehicles which could be served until the capacity of the worst case movement is exceeded. The definitions for LOS and the corresponding reserve capacity ranges which correspond to each LOS rating are as follows:

- LOS A      With signalization, uncongested operation at intersections, all queues clear in a single-signal cycle. The reserve capacity of this condition is 400 or more vehicles. Without signalization, the traffic flow would have little or no delay.
  
- LOS B      With signalization, uncongested operation at intersections, all queues clear in a single signal cycle. The reserve capacity of this condition is 300 to 399 vehicles. Without signalization, the traffic flow would operate with short traffic delays.
  
- LOS C      With signalization, light congestion, occasional backups on critical approaches. The reserve capacity of this condition would be 200 to 299 vehicles. Without signalization, the traffic flow would operate with average traffic delays.
  
- LOS D      With signalization, significant congestion of critical approaches but intersections are functional. Vehicles required to wait through more than one cycle during short peaks. The reserve capacity of this condition would be 100 to 199 vehicles. Without signalization, the traffic flow would operate with long traffic delays.
  
- LOS E      Severe congestion at intersections with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections upstream of critical approaches. The reserve capacity of this condition would be 0 to 99 vehicles. Without signalization, very long traffic delays and extreme congestion would occur.
  
- LOS F      Total breakdown at intersections, stop-and-go operation. The reserve capacity of this condition is less than one vehicle. Without signalization the intersection would be blocked by external causes.

The City's Transportation Division uses LOS "C" as the threshold for acceptable and unacceptable level of service (SGPU EIR, Y-59).

### Traffic Safety

Miller Park is designed to have ingress/egress via Broadway/Harbor View Drive. The park site is existing. The park itself attracts vehicles, bicycles and pedestrians. However, the potential for safety hazards is no greater than at other similar recreational sites and can be significantly reduced by following traffic laws. The park currently has boat launch facilities and no expansion of the park/park use is proposed/anticipated. Therefore, the project is not anticipated to alter the present or proposed transportation system nor is the project anticipated to generate any new traffic/circulation impacts. The park site has been designed to include basic safety guidelines and no additional safety impact is anticipated with the proposed improvements. Therefore, the traffic/circulation impacts resulting from the proposed project will be less than significant.

### 14-16. Public Services/Energy/Utilities

Miller Park is existing. The proposed project is not expected to have an effect on, nor a need for new governmental services such as fire and police protection. The proposed project will not consume a significant amount of fuel or energy or require the development of new sources of energy and therefore, the project will result in a less-than-significant public services/energy and utilities impact.

### 17. Human Health

The proposed project is not expected to result in a health hazard. The creation of or exposure to a health hazard or potential health hazard is not anticipated to occur with the installation of the proposed boat launch facilities. Therefore, the proposed improvements will result in a less-than-significant human health impact.

### 18. Aesthetics

The proposed project will have a positive aesthetic impact by providing better facilities for recreational uses within an established/well maintained park. Obstruction of a scenic view and creation of an aesthetically offensive site is not anticipated to occur. Therefore, it is concluded that the impacts for this category are less than significant.

### 19. Recreation

The proposed project consists of boat launch improvements to an existing launch facility. The project will increase the quality of recreational services and facilities in the community. Therefore, it is concluded that the impacts for this category are not significant.

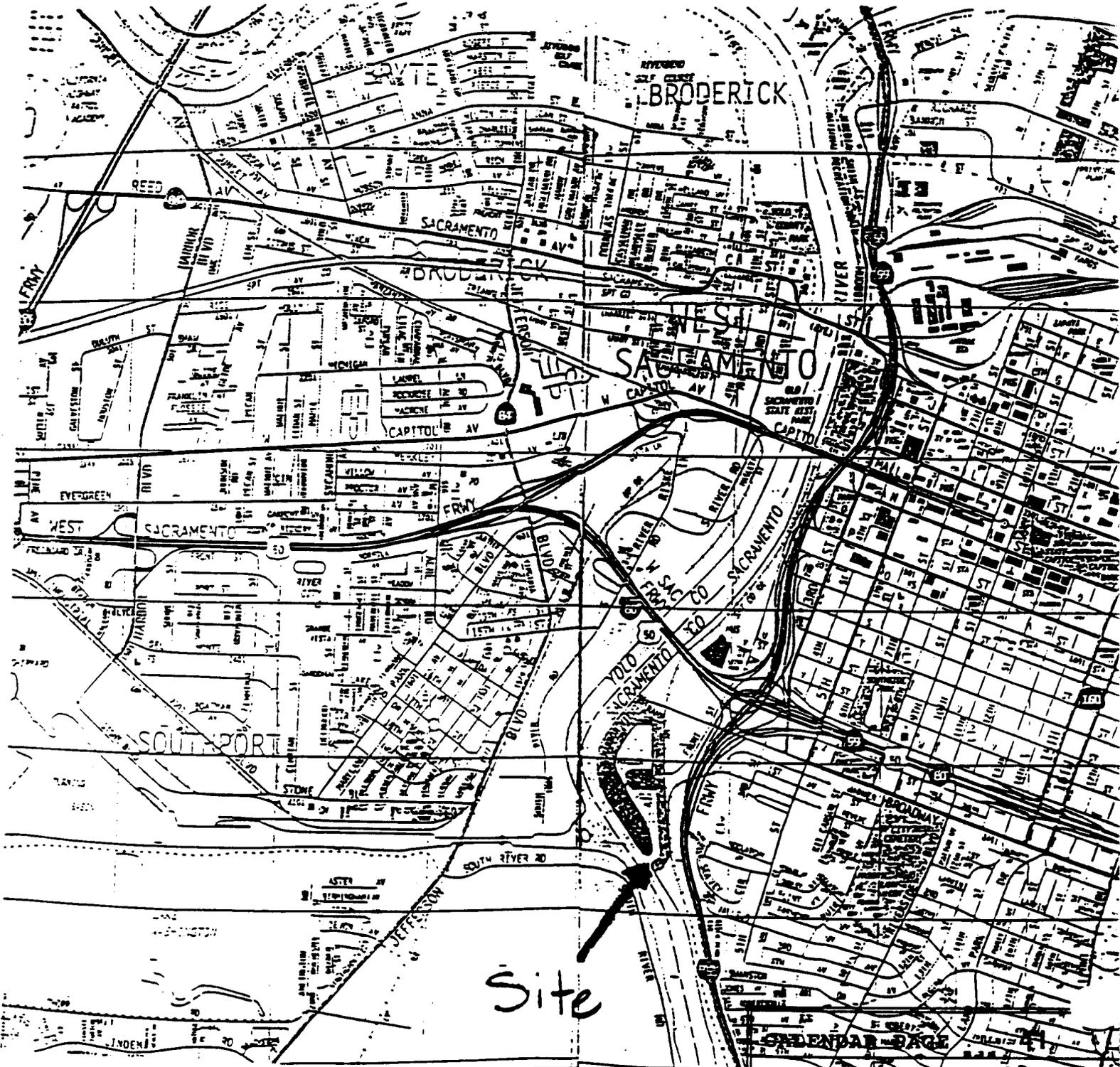
20. Cultural Resources

The subject site is not located in a Primary Impact Area as defined by the SGPU (EIR, V-5). However, the project design includes a statement that requires a qualified archaeologist to be consulted to evaluate the potential cultural resources impacts in the event that any unusual amounts of bones, stones or artifacts are uncovered during work activities. The proposed project is expected to result in less-than-significant impacts on cultural resources.

## **FINDINGS REGARDING FLOOD-RELATED IMPACTS**

1. The project, MILLER PARK BOAT LAUNCH IMPROVEMENTS (CIP-LJ11), (The "Project"), is located in the area of the City determined to have less than 100-year flood protection. Implementation of the Project will therefore expose people and property to the risk of injury and damage in the event of a 100-year or lesser flood. These risks are considered significant adverse impacts under CEQA.
2. The City Council has evaluated these impacts in the Environmental Impact Report (EIR) prepared in connection with the Land Use Planning Policy Within the 100-Year Floodplain (M89-054) adopted by the Council on February 6, 1990. The EIR is available through the Department of Planning and Development, 1231 I Street, Room 300, Sacramento, California. This document serves as a program EIR addressing the flood-related risks to people and property created by new development in the 100-year floodplain in the City.
3. The flood-related risks created by the Project fall within the scope of the program EIR. Accordingly, the findings adopted by the Council in connection with its certification of the program EIR and its adoption of the Policy are applicable to and are hereby adopted in connection with the Project. These findings are set forth in the Findings of Fact/Statement of Overriding Considerations for the Land Use Planning Policy Within the 100-Year Floodplain in the City of Sacramento ("Findings"). This document is appended to the program EIR available through the Department of Planning and Development.

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Site

ORIGINAR PAGE

MINUTE PAGE

2701

# PARKS AND COMMUNITY SERVICES

001 71572

DIVISION: Landscape Arch.

DATE: 10-7-92

JOB NUMBER: L11

PROJECT MANAGER/PHONE NUMBER/FAX NUMBER: David Spease 51  
Denms Day 76

REQUESTED ENVIRONMENTAL COMPLETION DATE: Feb. 1993

REQUESTED ENVIRONMENTAL DOCUMENT: CATEGORICAL EXEMPTION  
NEGATIVE DECLARATION  
EIR

PROJECT LOCATION: Broadway & Harbor View Dr.

ASSESSORS PARCEL NUMBER: \_\_\_\_\_

LAND USES AND ZONING ADJACENT TO THE PROJECT SITE:

North - Industrial

East - Interstate 5

South - Sacramento River

West - Sacramento River

**NOTE:** PLEASE INCLUDE THE FOLLOWING ATTACHMENTS: 1. VICINITY AND LOCATION MAPS 2. PRELIMINARY PLANS 3. TYPICAL CROSS SECTIONS 4. DETAILED PROJECT DESCRIPTION

**FOR USE BY THE ENVIRONMENTAL SERVICES DIVISION**

DATE RECEIVED: 10/7/92 12/22/92 → (Plans received)  
PLANNER ASSIGNED: Laura Mattoli  
REVIEW BEGUN: 2/1/93  
SITE VISIT: 2/12/93  
REVIEW COMPLETED/PHONE CONTACT WITH PROJECT COORDINATOR: 3/30/93  
MITIGATION AGREEMENT SENT: N/A  
SIGNED MITIGATION RECEIVED BY ESD: N/A  
DOCUMENT ISSUED: 3/30/93  
DATE NOTICED: 3/31/93

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APPLICATION AND ENVIRONMENTAL QUESTIONNAIRE  
(COMPLETE FIVE COPIES)

This document will assist the Planning Division in evaluating the prop project and its potential environmental impacts. Complete and accu information is required for environmental review and will minimize fu requests for additional information. Please contact Environmental Serv Division, 1231 I Street, Room 300, Sacramento, CA 95814 (916) 449-203 there are any questions concerning environmental issues. Contact the Cur Planning Section, Room 200, at the address listed above, (916) 449-5604 zoning interpretations.

SUBDIVISION NAME OR PROPOSED COMMON NAME FOR PROJECT: Miller Park Boat Launch Improvements  
PROPERTY OWNER'S NAME: City of Sacramento  
Mailing Address: 1231 I Street, Rm 400 Zip Code 95  
Telephone: Business (916) 264-5200 Home ( )

APPLICANT'S/AGENT'S NAME: Dept. of Parks & Comm. Serv  
Mailing Address: 1231 I Street, Rm 400 Zip Code 952  
Telephone: Business (916) 264-5200 Home ( )  
Contact Person's Name: David Spease Phone (916) 264-512  
Dennis Day (916) 264-763

PROJECT SITE INFORMATION LEGAL DESCRIPTION MUST BE ATTACHED  
Property Address or Location \_\_\_\_\_  
Property Assessor Parcel Number(s) \_\_\_\_\_  
Property Dimensions: \_\_\_\_\_  
Property Area: Square Footage (gross) \_\_\_\_\_ (net) \_\_\_\_\_  
Acreage (gross) \_\_\_\_\_ (net) \_\_\_\_\_  
Land Use: Undeveloped/Vacant \_\_\_\_\_ Developed (give bldg. sq. ft.)   
Existing Zoning of Project Site: \_\_\_\_\_ Proposed Zoning: \_\_\_\_\_

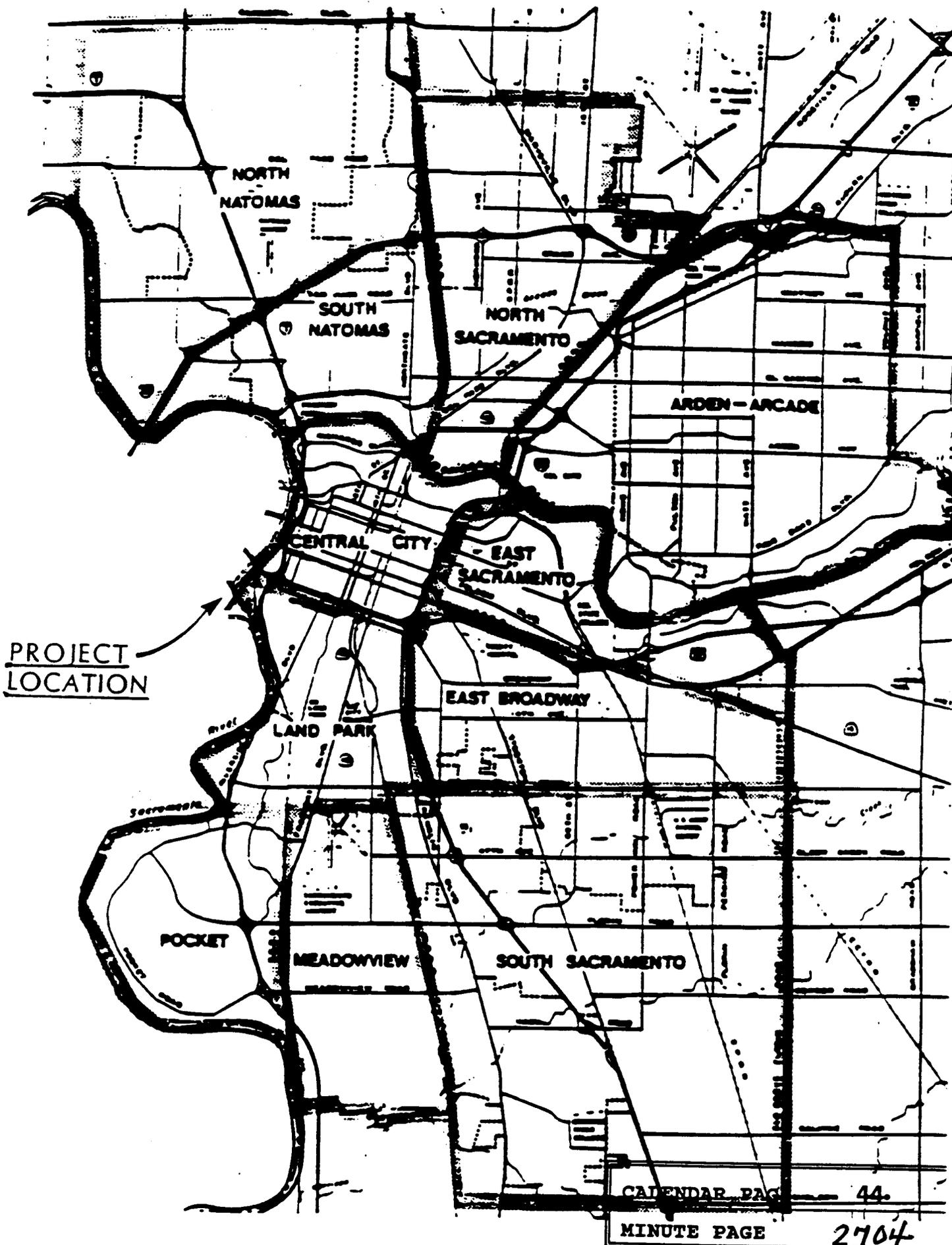
DESCRIBE ADJACENT ZONING AND EXISTING LAND USE WITHIN 300 FEET OF PROJ SITE:

ZONE	EXISTING LAND USE (i.e., residential, commercial, industri.
North <u>I</u>	<u>Industrial</u>
South _____	<u>Sacramento River</u>
East _____	<u>Interstate 5</u>
West _____	<u>Sacramento River</u>

FOR OFFICE USE ONLY

P No.: \_\_\_\_\_ Date Rec'd: \_\_\_\_\_ By: \_\_\_\_\_  
General Plan Design: \_\_\_\_\_  
    Amend To: \_\_\_\_\_  
Com. Plan Area: \_\_\_\_\_  
Existing Design: \_\_\_\_\_  
    Amend To: \_\_\_\_\_  
Other Plan Design: \_\_\_\_\_  
    Amend To: \_\_\_\_\_  
Rezone \_\_\_\_\_  
Tent. Map \_\_\_\_\_  
Spec. Permit \_\_\_\_\_  
Variance \_\_\_\_\_  
Sub. Mod. \_\_\_\_\_  
LLA \_\_\_\_\_  
Other \_\_\_\_\_

Environmental Determination: Exempt: \_\_\_\_\_ : Neg. Dec  ; EIF  
By: Kaura Date 3/12/13  
Mattoli  
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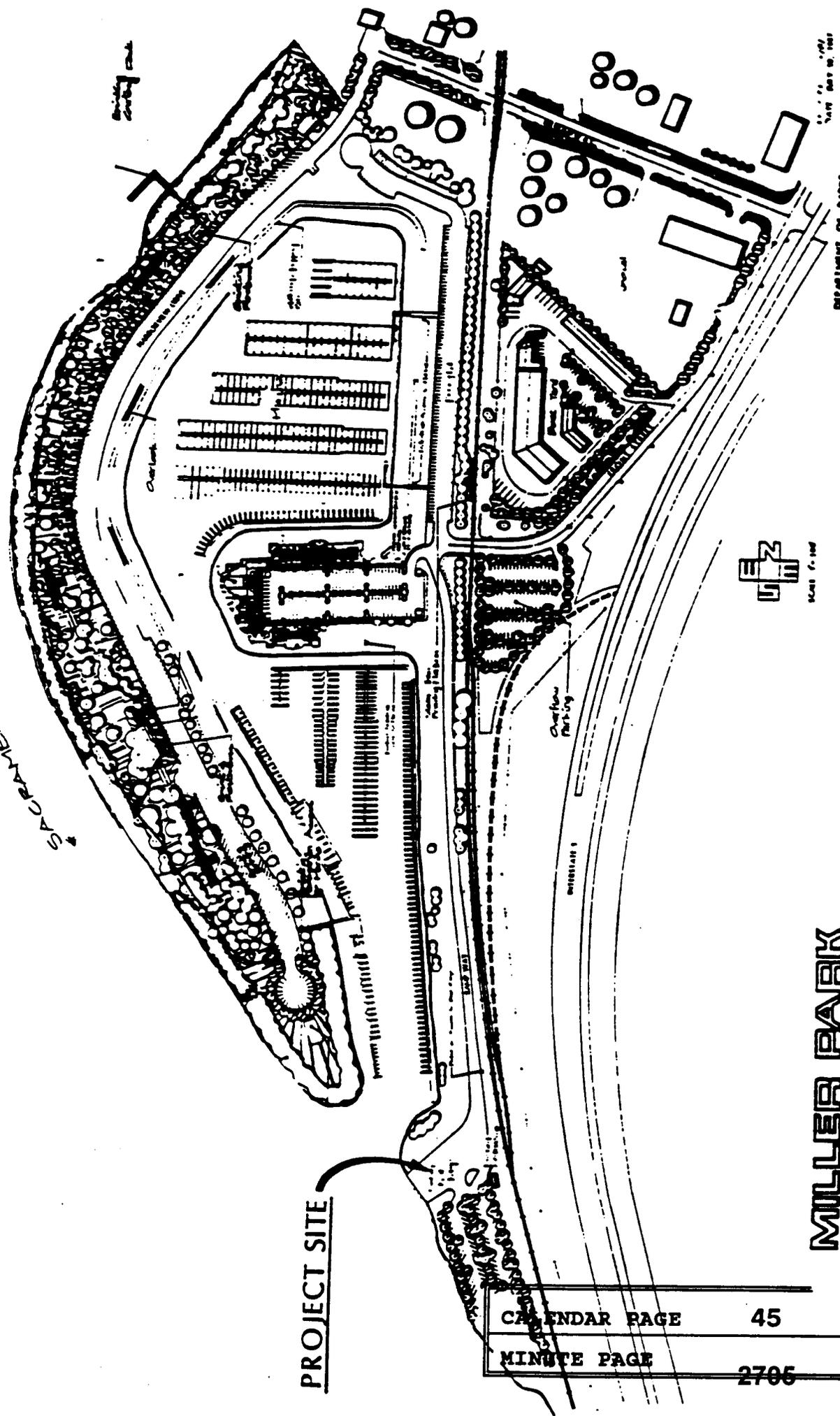
PROJECT LOCATION

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ATTACHMENT 1 -LOCATION MAP

RIVER

SACRAMENTS



DEPARTMENT OF PARKS  
CITY OF SACRAMENTO



SCALE 1" = 100'

PROJECT SITE

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MILLER PARK



MILLER PARK BOAT LAUNCH IMPROVEMENTS (LJ11)

APPLICANT'S STATEMENT OF INTENT:

- A. THIS PROJECT WILL CONSIST OF LENGTHENING THE EXISTING CONCRETE BOAT LAUNCH RAMP AND REPLACING THE EXISTING CABLE-TIED FLOATING DOCK. MINOR IMPROVEMENTS ASSOCIATED WITH THE ABOVE INCLUDE EXTENSIONS OF AN EXISTING WATER LINE AND INCLUSION OF A NEW FIRE HYDRANT, EXISTING LAUNCH RAMP RESTORATION IF NECESSARY AND DREDGING AND SLOPE PROTECTIC ASSOCIATED WITH THE BOAT LAUNCH RAMP EXTENSION.
- B. BOAT LAUNCH RAMP- THE EXISTING FOUR LANE RAMP WILL BE EXTENDED 30 LINEAR FEET, APPROXIMATELY 4.5 FEET DEEPER INTO THE RIVER, TO FACILITATE LAUNCHING DURING LOW WATER PERIODS. SINCE THE RAMP EXTENSION WORK WILL OCCUR BELOW THE WATER LINE, THIS PORTION OF THE RAMP WILL BE PRECAST CONCRETE PANELS, 4 FEET WIDE BY 30 FEET LONG. THE PANELS WILL HAVE A SLIP RESISTANT SURFACE, WILL BE PLACED ON A GRADED ROCK BASE, AND WILL BE TIED AND INTERLOCKED TOGETHER AND CONNECTED TO THE EXISTING RAMP. RIVER MATERIAL WILL BE EXCAVATED AT THE BOTTOM OF THE EXISTING RAMP FOR THE PRECAST PANELS AND ROCK BASE. THE EXTENSION WILL BE AT THE SAME SLOPE AS THE EXISTING RAMP. SOME DETERIORATED PORTIONS OF THE EXISTING RAMP WILL BE REPAIRED.

BOARDING FLOATS- TWO NEW BOARDING FLOATS WILL BE BUILT AND INSTALLED COMPLETE WITH GUIDANCE CABLE AND CABLE BOXES TO REPLACE EXISTING FLOATS. THE FLOATS WILL BE A MINIMUM OF 6 FEET WIDE AND WILL BE 60 FEET LONG. THESE NEW FACILITIES WILL BE DESIGNED TO FACILITATE HANDICAP ACCESS.

RIPRAP/SLOPE ALTERATION- THE RIVERBANK ADJACENT TO THE RAMP WILL BE SLIGHTLY MODIFIED TO CONFORM WITH THE IMPROVEMENTS. THE SLOPE WILL BE COVERED (ARMORED) WITH A ROCK PROTECTIVE COVERING (RIPRAP) TO GUARD AGAINST SLOPE EROSION.

WATER ADDITIONS- THE WATER LINE MAIN WILL BE EXTENDED TO PROVIDE A STANDARD FIRE HYDRANT AT THE LAUNCHING RAMP FOR EMERGENCY NEEDS AS WELL AS A SOURCE OF HIGH PRESSURE WATER FOR THE REMOVAL OF SILT AND LOOSE MATERIAL FROM THE RAMP TO MAINTAIN THE SKID RESISTANT FEATURE OF THE SURFACE.

- C. THE INITIAL PARK DEVELOPMENT WAS COMPLETED IN 1958 WHICH INCLUDED PUBLIC BOAT LAUNCHING FACILITIES. THE FACILITIES WERE EXPANDED IN 1975 TO A FOUR LANE BOAT LAUNCH RAMP.

THE EXISTING RAMP IS TOO SHORT WHEN WATER LEVELS DROP DURING SUMMER AND FALL MONTHS, ESPECIALLY DURING DROUGHT YEARS. THE BOARDING FLOATS ARE WEATHERED AND WORN AFTER YEARS OF USE AND REQUIRE REPLACEMENT. THE STRUCTURAL INTEGRITY OF THE FLOAT FRAMES HAS ALSO DETERIORATED OVER THE YEARS.

THIS PROJECT SHOULD BE A CATEGORICAL EXEMPTION UNDER SECTION NUMBER 15301, RESTORATION OR REHABILITATION OF DETERIORATED FACILITIES WITH MINOR IMPROVEMENTS. THE IMPROVED BOAT LAUNCH RAMP AND DOCK FLOATS WILL BE OF THE SAME CAPACITY AND PURPOSE AS THE EXISTING BOAT LAUNCH RAMP AND DOCK FLOATS. THERE IS AMPLE PARKING AT THE PARK TO HANDLE ALL EXPECTED DEMAND.

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