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CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

CITY MANAGER'S OFFICE
RECEIVED
AUG 18 1985

THOMAS M. FINLEY
Engineering Division Manager

August 13, 1985

APPROVED
BY THE CITY COUNCIL
AUG 20 1985
OFFICE OF THE
CITY CLERK

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CITY CLERK'S OFFICE
CITY OF SACRAMENTO
AUG 15 8 27 AM '85

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Del Paso Road Widening (C.C. 9719) - Resolution Approving Negative Declaration

SUMMARY

The Environmental Coordinator finds that this project will not have a significant adverse effect on the physical environment and therefore recommends that the project and a Negative Declaration be approved by the City Council.

BACKGROUND

In accordance with the State EIR guidelines for implementation of the California Environmental Quality Act of 1970, dated August, 1983, an initial study was performed. As a result of this study, it was determined that the Del Paso Road Widening project would not have a significant adverse effect on the physical environment and a Draft Negative Declaration was prepared. On August 5, 1985, the Negative Declaration was filed with the County Clerk. On August 7, 1985, Notice of Opportunity for Public Review of the Draft Negative Declaration was published in the Sacramento Union. The appropriate length of time has elapsed for comments regarding the Negative Declaration, with no comments having been received.

The Del Paso Road Widening Project will consist of widening Del Paso Road from just east of the I-5 Interchange to 1.6 miles east of I-5.

RECOMMENDATION

The Environmental Coordinator recommends that the attached resolution be passed which will:

1. Determine that the proposed project will not have a significant effect on the environment.

2. Approve the Negative Declaration.

3. Approve the project.

4. Authorize the Environmental Coordinator to file a Notice of Determination with the County Clerk.

Respectfully submitted,

THOMAS M. FINLEY
Engineering Division Manager

Recommendation Approved:

WALTER J. SLIPE
City Manager

Approved:

MELVIN H. JOHNSON
Director of Public Works

GDC:vr
GC102Ck2

Attachment

August 20, 1985
District No. 1

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

August 20, 1985

RESOLUTION APPROVING NEGATIVE DECLARATION
FOR DEL PASO ROAD WIDENING

WHEREAS, on August 5, 1985, the Environmental Coordinator of the City of Sacramento filed a Negative Declaration with the County Clerk of Sacramento County for the following proposed City initiated project:

Del Paso Road Widening

WHEREAS, the presribed time for receiving appeals has elapsed and no appeals were received.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. That the proposed project, Del Paso Road Widening, will not have a significant effect on the environment.

2. That the Negative Declaration for the above described project is hereby approved.

3. That the above described project is hereby approved for the widening of Del Paso Road from just east of the I-5 Interchange to 1.6 miles east of I-5.

4. That the Environmental Coordinator is authorized to file with the County Clerk a Notice of Determination for said project.

ATTEST: _____ MAYOR

_____
CITY CLERK

RESOLUTION NO. 85-626

Adopted by The Sacramento City Council on date of

AUG 20 1985

RESOLUTION APPROVING NEGATIVE DECLARATION FOR DEL PASO ROAD WIDENING PROJECT APPROVING SAID PROJECT AND AUTHORIZING FILING OF NOTICE OF DETERMINATION

WHEREAS, on August 5, 1985, the Environmental Coordinator of the City of Sacramento filed a Negative Declaration with the County Clerk of Sacramento for the following proposed City-initiated project:

Del Paso Road Widening

WHEREAS, the prescribed time for receiving appeals has elapsed and no appeals were received.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

1. That the initial study for the Del Paso Road widening project, attached hereto and incorporated herein by reference, is hereby adopted by the City Council as its findings in support of the Negative Declaration for the project. The mitigation measures set forth in the initial study are hereby adopted for the project.

2. That the proposed project, Del Paso Road Widening, will not have a significant effect on the environment.

3. That the Negative Declaration for the above-described project is hereby approved.

4. That the above-described project is hereby approved for the widening of Del Paso Road from just east of the I-5 Interchange to 1.6 miles east of I-5.

5. That the Environmental Coordinator is authorized to file with the County Clerk a Notice of Determination for said project.

ANNE RUDIN

MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

NEGATIVE DECLARATION

Pursuant to Division 6, Title 14, Chapter 3, Article 6, Section 15070 of the California Administrative Code and pursuant to the Procedures and Guidelines for preparation and processing of Environmental Impact Reports (EIR) (Resolution 78-172) adopted by the City of Sacramento, pursuant to Sacramento City Code Chapter 63, the Environmental Coordinator of the City of Sacramento, California, a municipal corporation, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California this Negative Declaration regarding the project described as follows:

1. Title and short description of project:

   Del Paso Road Widening

   The project consists of widening Del Paso Road and possible dedication of right-of-way (ROW) land along Del Paso Road. Del Paso Road is currently a two-lane facility with approximately 10-foot-wide lanes, no shoulders, and an overall roadway width of 18-23 feet. The project would result in a two-lane facility with 12-foot-wide lanes, 6-foot-wide shoulders on both sides, and an overall roadway width of 36 feet.

2. Location of project:

   Along existing Del Paso Road from just east of the Interstate 5 (I-5) interchange to 1.6 miles east of I-5.

3. The proponent of the project: City of Sacramento

4. The Environmental Coordinator has determined that the proposed project would not have a significant effect on the environment. The impacts that have been identified are incremental. An attached copy of the Initial Study documents both the reasons for supporting the above finding and the mitigation measures included in the project to avoid any potentially significant effects identified in the Initial Study.

5. The Initial Study was prepared by Jones & Stokes Associates, Inc.

6. A copy of the Initial Study and this Negative Declaration may be obtained at 915 I Street, Room 207, Sacramento, California 95814.

Dated:

Environmental Coordinator of the City of Sacramento, California, a municipal corporation

By _____

CITY OF SACRAMENTO

INITIAL STUDY

References are to California Administrative Code, Title 14, Division 6, Chapter 3, Article 5, Section 15063

1. Title and Description of Project (15063 (d)(1))

Del Paso Road Widening. The project consists of widening Del Paso Road and possib dedication of right-of-way land along Del Paso Road. Del Paso Road is currently a two-lane facility with approximately 10-foot-wide lanes, no shoulders, and an overall roadway width of 18-23 feet. The project would result in a two-lane facil with 12-foot-wide lanes, 6-foot-wide shoulders on both sides, and an overall roadw width of 36 feet.

2. Environmental Setting (15063 (d)(2))

The project is located within and along an existing roadway. The roadway runs through an agricultural area. The western end of the project is an interstate freeway. The eastern end of the project is a private driveway leading to the temporary sports arena.

3. Environmental Effects - Attached checklist must be completed by person conducting initial study (15063 (d)(3))

4. Mitigation Measures - Attached list of mitigation measures must be completed by person conducting initial study (15063 (d)(4))

5. Compatibility with Existing Zoning and Plans (15063 (d)(5))

The project is consistent with existing zoning, plans, and other applicable land use controls. The attached Exhibit A includes a section, Relationship to Other Relevant Projects, that describes this consistency in more detail.

Date July 31, 1985

(Signature)

Title Project Manager

Jones & Stokes Associates, Inc.

CITY OF SACRAMENTO
INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM

C.C. No. 9719

Date: July 31, 1985

I. BACKGROUND

1. Name of Project Del Paso Road Widening

2. City Department Initiating Project Public Works

3. Name of Individual Preparing Checklist Jones & Stokes Associates, Inc.

4. Is Checklist Being Prepared for CEQA X or NEPA ___?

5. Source of Funding of Project Sacramento Sports Association

II. ENVIRONMENTAL IMPACTS
(Explanations of all "yes" and "maybe" answers are required under Item III.)

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

	Yes	Maybe	No
i. Exposure of people or property to water related hazards such as flooding or tidal wave?	—	—	X
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)?	—	—	X
b. Reduction of the numbers of any unique, rare or endangered species of plants?	—	—	X
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	X
d. Reduction in acreage of any agricultural crop?	X	—	—
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	—	—	X
b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	X
d. Deterioration to existing fish or wildlife habitat?	—	—	X
6. Noise. Will the proposal result in:			
a. Increase in existing noise levels?	X	—	—
b. Exposure of people to severe noise levels?	—	—	X
7. Light and Glare. Will the proposal produce new light or glare?	X	—	—
8. Land Use. Will the proposal result in a substantial alteration of the present or planned use of an area?	—	X	—
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	X	—	—
b. Substantial depletion of any nonrenewable natural resource?	—	X	—
10. Risk of Upset. Does the proposal involve 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?	—	—	X
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	—	—	X
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	—	—	X
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	—	X	—
b. Effects on existing parking facilities, or demand for new parking?	—	—	X
c. Substantial impact upon existing transportation systems?	—	X	—
d. Alterations to present patterns of circulation or movement of people and/or goods?	—	X	—
e. Alterations to waterborne, rail or air traffic?	—	—	X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	X	—
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	—	—	X
b. Police protection?	—	—	X
c. Schools?	—	—	X

	Yes	Maybe	No
d. Parks or other recreational facilities?	X		
e. Maintenance of public facilities, including roads?		X	
f. Other governmental services?			X
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?		X	
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	X		
b. Communications systems?		X	
c. Water?			X
d. Sewer or septic tanks?			X
e. Storm water drainage?	X		
f. Solid waste and disposal?			X
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Exposure of people to potential health hazards?			X
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?			X
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?			X
20. Archeological/Historical. Will the proposal result in an alteration of a significant archeological or historical site, structure, object or building?			X
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 species, cause 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?			X
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.)			X
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.			X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X

III. DISCUSSION OF ENVIRONMENTAL EVALUATION (any "yes" or "maybe" answers must be explained - attached additional sheets if necessary)

See attached Exhibit A.

IV. Mitigation measures proposed to minimize environmental impacts for the project as identified above. (Explain in detail - if none, so state)

See attached Exhibit A.

V. Alternatives to the project which would produce less of an adverse impact on the environment (lower density, less intense land use, move building on site, no project, et cetera)

A no-project alternative would avoid all environmental impacts. Similarly, any project with a scaled-down width or length would have fewer environmental impacts. A no-project alternative or a scaled-down project would also have less capability to provide a safe Del Paso Road.

VI. DETERMINATION

On the basis of this initial study:

[ ] I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[X] 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 IV above have been added to the project or the possibility of a significant effect on the environment is so remote as to be insignificant.

[ ] I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT IS REQUIRED.

Date July 31, 1985

Debra D. Lobb
(Signature)

Title Project Manager
Jones & Stokes Associates, Inc.

EXHIBIT A

PROJECT DESCRIPTION

Project Location

The proposed project is a widening and possible dedication of ROW land along Del Paso Road in the North Natomas Community Area of the City of Sacramento. The project site is in the northeast quadrant of I-5 and Interstate 80 (I-80) (Exhibit 1). The western end of the project is on Del Paso Road approximately 300 feet east of the intersection with the off-ramp from northbound I-5; the eastern end of the project is approximately 8,500 feet (1.6 miles) east of this intersection (Exhibit 2).

Project Characteristics

The proposed project involves roadway improvements to, and possible dedication along, Del Paso Road by private land owners. Both of these actions would occur along the south side of Del Paso Road from just east of the I-5 interchange to a point approximately 1.6 miles east of I-5. The land would be dedicated by the land owners. After dedication of the additional land, the ROW width of Del Paso Road would be 110 feet.

Del Paso Road, east of I-5, is currently a two-lane rural road. The existing lanes are generally 10 feet wide and have no shoulders. Open drainage ditches run along portions of Del Paso Road immediately adjacent to the roadway.

The proposed project would widen Del Paso Road from the existing roadway width of approximately 18-23 feet to a roadway width of 36 feet with two standard 12-foot lanes and standard 6-foot shoulders on either side of the roadway. In addition, the proposed project includes widening Del Paso Road to a roadway width of 48 feet at an intersection 8,100 feet (1.5 miles) east of I-5. The 48-foot roadway width would be used to accommodate an eastbound right-turn lane and a westbound left-turn lane from Del Paso Road into a private driveway currently being constructed south of Del Paso Road. The driveway will be a four-lane facility that provides access to the County-approved temporary sports arena. East of the driveway, Del Paso Road will immediately begin tapering down to the existing roadway width.

SACRAMENTO COUNTY

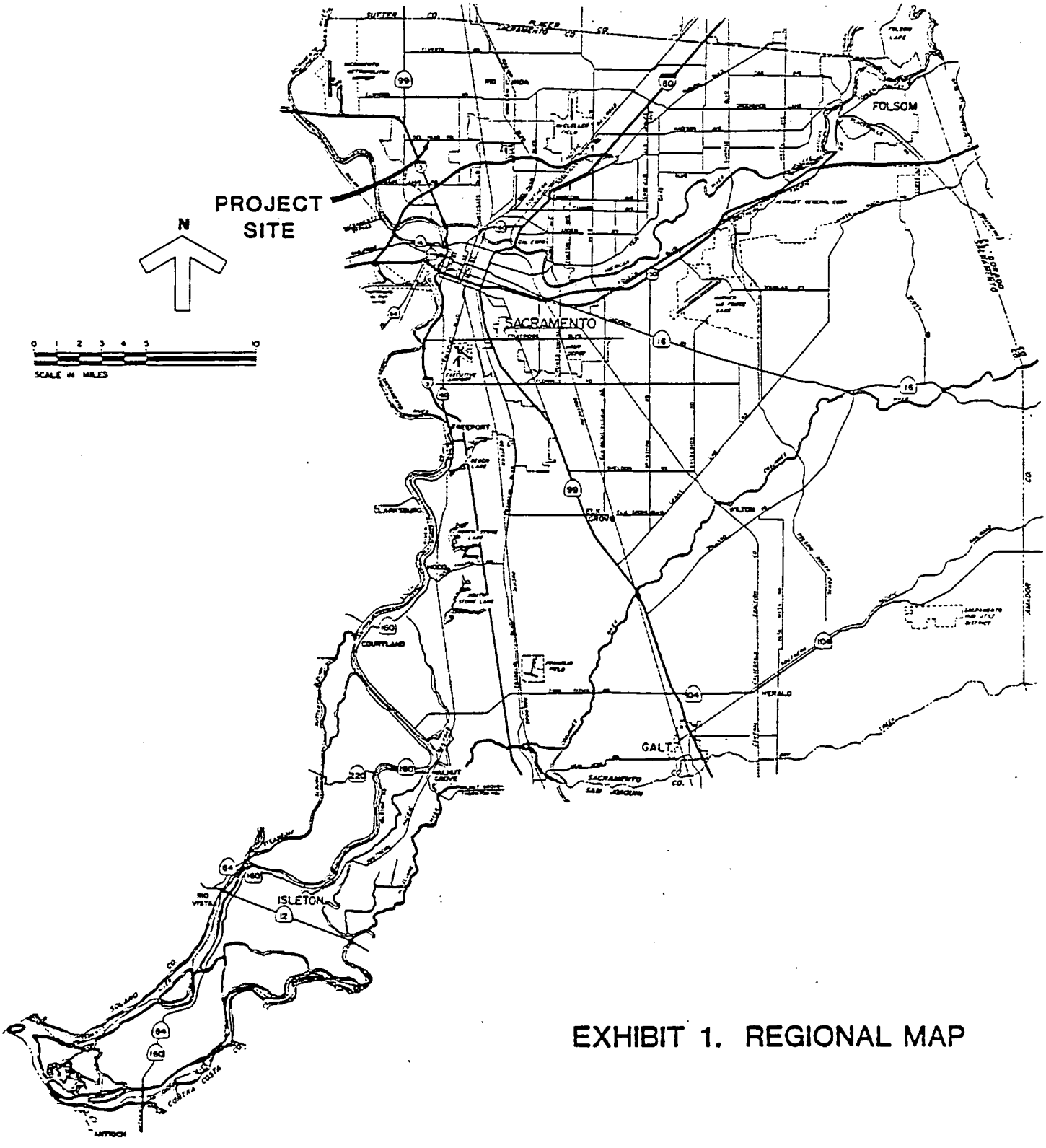


EXHIBIT 1. REGIONAL MAP

Base map courtesy of:
Sacramento Area Council Of Governments

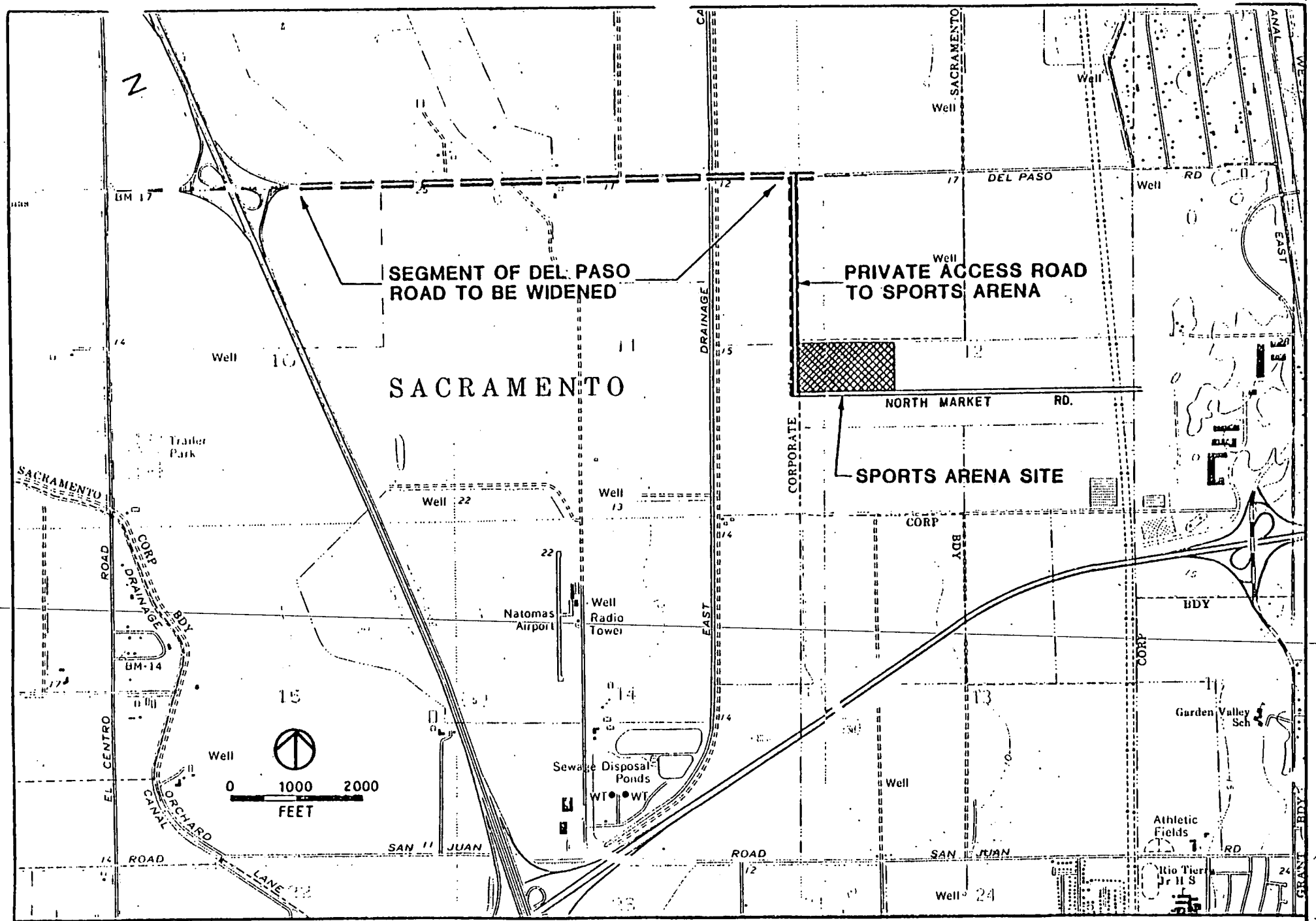


EXHIBIT 2. LOCAL MAP SHOWING LOCATION OF DEL PASO ROAD WIDENING, PRIVATE DRIVEWAY AND SPORTS ARENA

Along the length of the project, Del Paso Road crosses over two drainage facilities. The first drainage facility is approximately 3,772 feet (0.7 mile) east of the Del Paso Road intersection with I-5. At this point, Del Paso Road crosses over a 36-inch-diameter pipe. With implementation of the proposed project, the 36-inch-diameter pipe would be extended to continue under the widened portion of Del Paso Road, and the existing headwall would be replaced. Approximately 6,800 feet (1.3 miles) east of the Del Paso Road intersection with I-5, Del Paso Road crosses a bridge over the East Drainage Canal. The East Drainage Canal bridge is 73 feet long and 36 feet wide. The proposed project does not include any additions to the East Drainage Canal bridge.

Guard rails, located on both sides of the existing East Drainage Canal bridge, would be retained with implementation of the proposed project. Open drainage ditches currently exist immediately adjacent to the north side of the roadway along several portions of Del Paso Road. These ditches represent an existing potential safety hazard. The addition of 6-foot shoulders would help separate the roadway from these ditches, thus improving the safety of the facility. In addition, the proposed project would include the placement of guard rails and adequate reflective striping and pavement markers where necessary for safety purposes.

Approximately 21 power line poles exist along the south side of Del Paso Road. These power poles are between 6 and 20 feet from the edge of the pavement. The proposed project would include moving some or all of these poles a safe distance from the edge of the new roadway (Williams pers. comm.).

Purpose of the Project

This project is being proposed in response to anticipated increases in the use of Del Paso Road. The existing facility is typical of rural roads, but does not conform to the City of Sacramento standard roadway specifications; the proposed project would conform to these specifications. The combination of narrow roadway widths, lack of shoulders, adjacent open drainage ditches, and nearby power lines poles results in an unacceptable safety level for the anticipated level of use (Bloodgood pers. comm.). This is especially true at night, during inclement weather conditions, or during incidences when vehicles experience mechanical failures. The proposed lane widths and shoulders will allow for improved safe utilization of Del Paso Road, especially during less-than-ideal conditions.

Relationship to Other Relevant Projects and Plans

The proposed widening of Del Paso Road and the three following projects are separate, but have an effect on each other.

Temporary Sports Arena

On May 15, 1985 the Sacramento County Board of Supervisors approved a use permit allowing a structure on North Market Road to be used as a multiuse sports and entertainment arena. The arena project includes a private driveway providing access to Del Paso Road, as a traffic mitigation measure (Exhibit 2).

The widening of Del Paso Road is being proposed primarily as a safety measure for the users of the arena. The Sacramento City Traffic Engineer indicated to the Board of Supervisors that the existing Del Paso Road is adequate for rural and farm activities. However, the City Traffic Engineer also indicated that the lanes are too narrow, the structural section is inadequate, roadside shoulders are nonexistent, and the adjacent roadside conditions (i.e., open ditches, power poles, etc.) are not appropriate for the type of traffic generated by a special events facility.

In order to avoid the growth-inducing impacts of the private driveway and the widening of Del Paso Road, the Sacramento City Planning Commission has recommended to the Board that the driveway only be used during arena events. A gate across the driveway will prevent its use at other times. This restriction is aimed at not inducing premature urbanization near the driveway in the area (Carstens pers. comm.).

Additional aspects of the arena that relate to Del Paso Road include the following:

- Directional designation of the lanes in the four-lane private driveway will be changed before and after an arena event. Before arena events, three of the four lanes in the driveway will be used by vehicles arriving at the arena; one lane will be used by vehicles leaving the arena. After arena events, one lane will be used by vehicles arriving at the arena; three lanes will be used by vehicles leaving the arena (Sacramento Sports Association pers. comm.). The intent of this arrangement is to maximize the smooth, safe operation of the intersection of the private driveway and Del Paso Road.

- During arena events, when the gate is open, a traffic control officer will be stationed at the intersection of the private driveway and Del Paso Road. The traffic control officer will direct traffic into appropriate receiving lanes. In addition, the traffic control officer will have the effect of "metering" the flow of traffic as vehicles leave the arena event. This metering effect will reduce the potential for traffic congestion downstream at the Del Paso Road interchange with I-5 (Bloodgood pers. comm.).

- The private driveway is a temporary facility. It is possible that the driveway will become a permanent, public use facility. However, that determination will be made after the City of Sacramento acts on the North Natomas issue. The alignment and size of any new public street in the vicinity of the driveway should be consistent with the circulation system contained in any urbanized pattern.

North Natomas Planning Studies

The City of Sacramento is more than halfway through a 2-year planning process involving the North Natomas area. A draft North Natomas Community Plan has been prepared, and the consultant team is preparing the Draft Environmental Impact Report (DEIR) for the Community Plan. Release of the DEIR occurred on July 1, 1985. The Draft Plan proposes improving Del Paso Road to a six-lane divided major road; therefore, the proposed project is consistent with the Draft Plan. In addition to the Draft Plan configuration, all three other "build" alternatives being analyzed in the DEIR show Del Paso Road as a six-lane divided major road. The following is a discussion of the impacts on Del Paso Road resulting from various combinations of decisions on the currently proposed widening of Del Paso Road and the North Natomas Community Plan.

- If the currently proposed widening of Del Paso Road is approved and the City of Sacramento chooses the no-project alternative for North Natomas, Del Paso Road will remain the proposed 36-foot-wide, two-lane facility.

- If the currently proposed widening of Del Paso Road is approved and the City of Sacramento chooses an urbanized alternative for North Natomas, the 36-foot-wide, two-lane facility will be removed and replaced with a six-lane divided major road.

- If the currently proposed widening of Del Paso Road does not occur and the City of Sacramento chooses an urbanized alternative for North Natomas, the existing 18- to 23-foot-wide, two-lane Del Paso Road will eventually be removed and replaced with a six-lane divided major road. However, in the interim, Del Paso Road would remain a potential safety problem.

- If the currently proposed widening of Del Paso Road does not occur and the City of Sacramento chooses the no-project alternative for North Natomas, Del Paso Road will remain an 18- to 23-foot-wide, two-lane facility in the near future. Under this set of conditions, Del Paso Road will remain a potential safety problem until corrective actions are taken.

City of Sacramento General Plan

The current City of Sacramento General Plan designates land in the proposed project vicinity as Agricultural/Urban Reserve. The General Plan designates Del Paso Road along the length of the project as a "major street." A "major street" is defined as having a ROW width of 110 feet. Therefore, the proposed project is consistent with this Plan (Carstens pers. comm.).

City of Sacramento Zoning Ordinance

Section 17 of the City of Sacramento Zoning Ordinance designates that segment of Del Paso Road between the West Drainage Canal and the proposed realignment of Del Paso Road and Northgate Boulevard as having a 110-foot row. The proposed project is consistent with this designation.

DISCUSSION OF ENVIRONMENTAL EVALUATION

This Initial Study evaluates the effects of the proposed project and proposes mitigation measures where impacts are potentially significant. Subject areas identified by responsible agencies in the early consultation process as possibly having significant impacts are evaluated in detail. Items requiring explanations are discussed below.

Based on the information set forth in this analysis, the City staff has determined that all potentially significant impacts can be mitigated to below the level of significance.

1. Earth

1b. A strip of pavement approximately 13-18 feet in width would be added to the south side of Del Paso Road. At present, this strip consists primarily of cultivated agricultural fields, open drainage ditches, and vacant land. Grading and excavation of an undetermined amount of earth would be necessary to provide for the structural support and smooth surface of the roadway. Earthmoving and grading activities are expected to constitute a less-than-significant adverse environmental impact.

1c. The grading and excavation described above in Item 1b would change the ground surface relief features. These changes are expected to have a less-than-significant adverse environmental impact.

1e. Construction activities would expose soil surfaces, presenting a potential for soil erosion south of Del Paso Road. Because construction activities would occur during summer months, when rain is minimal, the potential for water erosion is expected to be a less-than-significant adverse environmental impact.

Standard construction practices would greatly reduce the potential for wind erosion. These measures include minimizing the amount of time surfaces are left exposed, periodic sprinkling of exposed areas and soil piles, and covering soil piles with plastic sheeting or tarpaulins to limit disturbance. Also, vehicles traveling on exposed surfaces should not be driven at excessive speeds. Preparation and construction of the roadway surface in a stepwise fashion, where segments of the route are graded and paved in succession, would greatly minimize the amount of time the surfaces are left susceptible to erosion (Jones & Stokes Associates 1981).

2. Air

2a. The potential impacts of the proposed project on air quality relate to three distinct areas: construction-related impacts, regional air quality impacts, and local air quality impacts. The construction-related impacts are clearly attributable to the proposed project itself. The link between the proposed project and local and regional air quality impacts is less clear. It is arguable whether local and regional air quality impacts are attributable to the widening of Del Paso Road, the operation of the County-approved sports arena, or some combination of the two. This questionable link is somewhat muted by the fact that the potential air quality impacts are expected to be less than significant. These potential impacts are discussed below.

Construction-Related Impacts. Construction of the proposed widening of Del Paso Road would cause an indeterminable quantity of dust particles to be emitted into the atmosphere. A major fraction of these dust particles would settle out on and immediately adjacent to the proposed project site, while a minor fraction would contribute to the area's ambient particulate level. In general, particles larger than 30 microns (effective aerodynamic diameter) would settle out within a short distance of the roadway.

Construction equipment equipped with internal combustion engines would emit an indeterminable quantity of nitrogen oxides, hydrocarbons, particulates, sulfur dioxide, and carbon monoxide. These emissions are not expected to be significant.

Standard construction practices would greatly reduce the amount of dust particles emitted due to construction activities. These measures include minimizing the amount of time surfaces are left exposed, periodic sprinkling of exposed areas and soil piles, and covering soil piles with plastic sheeting or tarpaulins to limit disturbance. Also, vehicles traveling on exposed surfaces should not be driven at excessive speeds. Preparation of the roadway surface in a stepwise fashion, where segments of the route are graded in succession, would greatly minimize the amount of time the surfaces are left exposed, thereby greatly reducing emissions. Proper maintenance of construction equipment would minimize emissions from internal combustion engines (Jones & Stokes Associates 1981). With implementation of these mitigation measures, construction-related impacts are expected to be less than significant.

Regional and Local Air Quality Impacts. The March 1985 DEIR on the SSA II Sports Arena Parcel Map, Use Permit, Rezone and Parking Reduction Permit contains a detailed air quality analysis (Sacramento County Planning and Community Development Department 1985). The DEIR concludes that the impact of the sports arena-generated traffic on ozone (the problem pollutant on a regional level) is less than significant. The DEIR further

concludes that the impact of the sports arena traffic on carbon monoxide (the problem pollutant on a local level) is not considered to be significantly adverse. The DEIR does conclude that the traffic coming from a combination of the sports arena and build-out of existing zoning in the area could result in exceedence of the 8-hour carbon monoxide air quality standard (9.3 parts per million) at the intersection of Northgate Boulevard and North Market Boulevard. However, since the driveway to Del Paso Road will only be used by arena patrons, and traffic from other uses would be prohibited, local air quality impacts are expected to be less than significant.

3. Water

3b. The slight increase in pavement surface area would result in a minimal increase in the amount of surface water runoff draining south of Del Paso Road. The amount of additional runoff is expected to be small and to result in a less-than-significant adverse impact on the drainage system.

3e. Water quality in the drainage facilities underlying Del Paso Road could be affected by construction activities. Increased turbidity and potential contamination by construction-related substances such as vehicle fuels and oils are possible. These water quality impacts would be minimized because construction activities would occur during the summer. Limiting or preventing discharge of fuels and lubricants on the construction site could also serve to protect water quality (Jones & Stokes Associates 1981).

During operation of the facility, nonpoint source pollutants from automobiles, such as oils, would be carried in runoff from the project area. These increases would not be significant compared to area-wide nonpoint source pollutants reaching receiving waters (Jones & Stokes Associates 1984).

4. Plant Life

4d. The widening of Del Paso Road would result in a reduction in the acreage of agricultural crops. The exact acreage is difficult to determine because not all of the land that would be paved is being used to raise crops; some portion is vacant or being used for drainage purposes. However, the acreage is expected to be in the range of 2-3 acres. This reduction is considered to be a less-than-significant impact.

5. Animal Life

No significantly adverse effects on animal life would occur as the result of the proposed project.

6. Noise

6a. The potential noise impacts of the proposed project relate to two areas: construction-related impacts and operational-related impacts. The construction-related impacts are clearly attributable to the proposed project itself. The link between the proposed project and the operational-related impacts is less clear. It is arguable whether operational-related impacts are attributable to the proposed project, the operation of the County-approved sports arena, or some combination of the two. This questionable link is somewhat muted by the fact that these potential impacts are expected to be less than significant. The following is a discussion of the two areas of impacts.

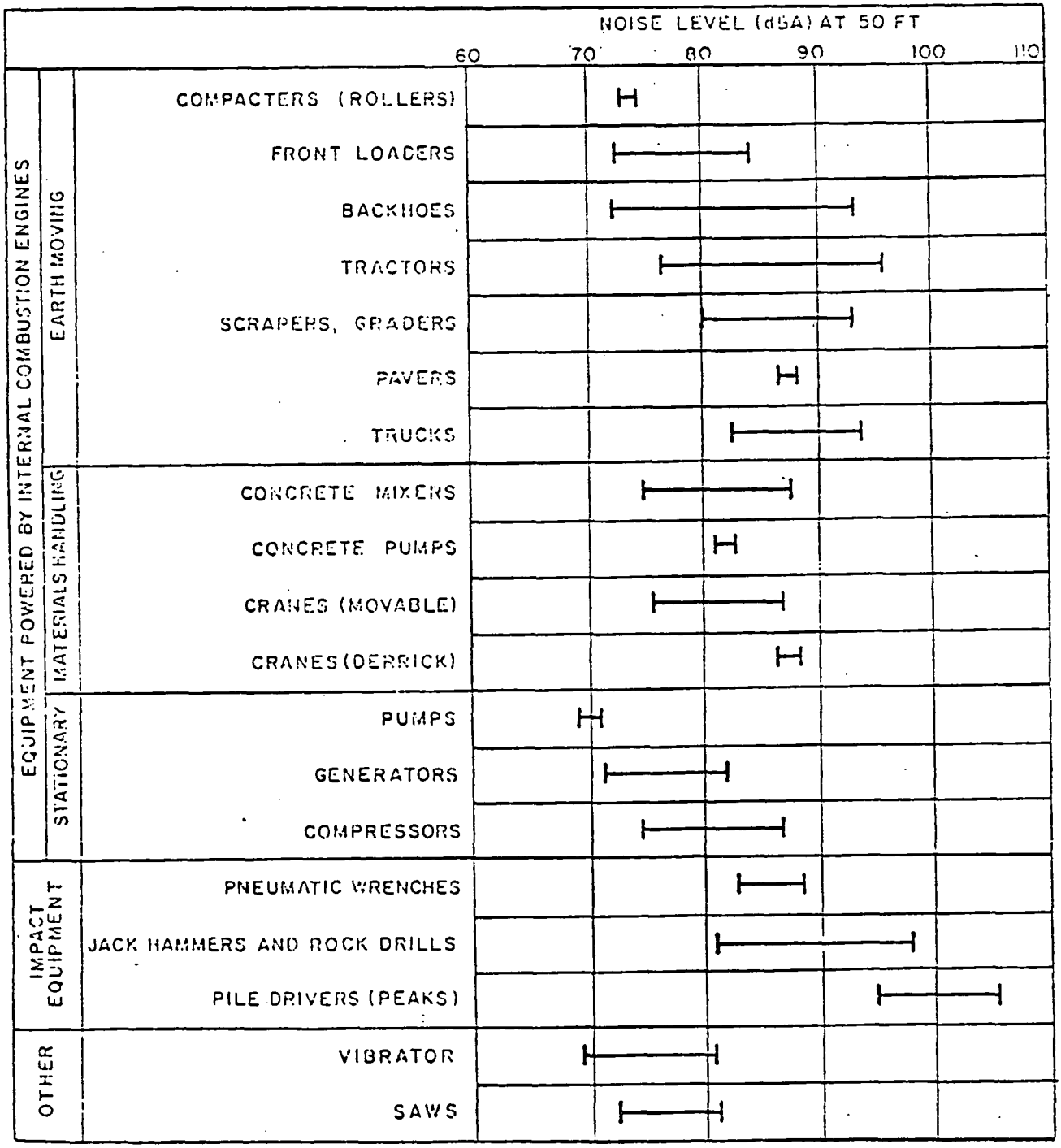
Construction-Related Impacts. Construction activities would raise the ambient noise levels at the site over and above those normally existing on Del Paso Road. The absolute degree of change, however, would vary with construction activity and cannot accurately be estimated. The only structures along the project portion of Del Paso Road which would be affected are a farmhouse 4,400 feet (0.8 mile) east of the I-5 off-ramp intersection and a commercial equestrian establishment 2,670 feet (0.5 mile) east of this intersection. The occupants of these structures would experience noise from excavation, grading, paving, and from the flow of construction vehicles to and from areas along Del Paso Road. Vehicular traffic noise may increase or decrease during construction, depending on speed, density, and other factors. Exhibit 3 presents noise level ranges that can be anticipated 50 feet away from a variety of construction equipment.

Construction activities would take place only in daylight hours in order to mitigate noise impacts. The use and proper maintenance of noise-reducing devices on equipment would minimize construction-related noise. This impact is temporary and can be mitigated to a level considered less than significant (Jones & Stokes Associates 1981).

Operational-Related Impacts. Noise from traffic on Del Paso Road would increase due to increases in traffic volume associated with sports arena events. The noise associated with arena traffic would occur just before and after an event. Because of the limited time of exposure to the increased traffic noise and the limited number of receptors, this impact is expected to be less than significant.

7. Light and Glare

Headlights from vehicles associated with sports arena traffic would add light to the project area. In addition, street lighting would be used at the intersection of Del Paso Road and the private driveway during arena events. No other



Note: Based on Limited Available Data Samples

Exhibit 3. Construction Equipment Noise Ranges.

Source: U. S. Environmental Protection Agency 1971.

street lighting is anticipated. Both the commercial equestrian establishment on the north side of Del Paso Road and the farmhouse on the south side of Del Paso Road are out of the line of flow of traffic. Therefore, they are not expected to be significantly impacted by vehicle headlights.

The commercial equestrian establishment is approximately 5,400 feet (1.0 mile) from the intersection of Del Paso Road and the private driveway, and the farmhouse is 3,670 feet (0.7 mile) away from the intersection. There are no other structures in the vicinity of the intersection. Therefore, because of the substantial distance to the existing structures, the temporary street lighting and infrequent, as well as short nighttime use, would result in a less-than-significant impact.

8. Land Use

The proposed project would result in a strip of land approximately 13-18 feet wide and approximately 8,500 feet (1.6 miles) long (approximately 2-3 acres) to be paved. Portions of this land are currently vacant or being used for agricultural or drainage purposes. Nearly all of this land is considered prime agricultural land (U. S. Department of Agriculture 1985a and 1985b). The alteration in the present use of approximately 2-3 acres is considered to have a less-than-significant impact.

The project is not expected to result in a substantial alteration of the planned use of the area. The proposed project is consistent with the City of Sacramento General Plan and the draft North Natomas Community Plan (see also the section entitled Relationship to Other Relevant Projects).

9. Natural Resources

9a. The increase in vehicular use associated with the sports arena would result in an increase in the use of petroleum for fuel. The amount of fuel that would be used is considered to have a less-than-significant impact.

9b. Nonrenewable resources would be committed by implementing the proposed project. Construction would irretrievably commit mineral resources in the form of aggregate, cement, asphalt, petroleum fuel, steel, and other miscellaneous materials. Energy would be utilized during construction, primarily as diesel fuel and gasoline. The small strip of land on the south side of Del Paso Road that would accommodate the added pavement would be, for all practicable purposes, irretrievably committed to roadway use (Jones & Stokes Associates 1981). The amount of resources that would be committed is considered to have a less-than-significant impact.

10. Risk of Upset

The principal purpose of the proposed project is to improve the safety of the users of Del Paso Road. To the extent that the proposed project reduces potential safety hazards along Del Paso Road, the proposal would reduce the risk of an explosion or release of hazardous substances due to an accident.

11. Population

The proposed project would not alter the location, distribution, density, or growth rate of the human population in the area.

12. Housing

The proposed project would not affect existing housing nor create a demand for additional housing.

13. Traffic

13a. A detailed traffic analysis of the sports arena, prepared by Omni-Means Ltd., is included in the sports arena DEIR. The Omni-Means analysis assessed the impacts of the sports arena project, itself, and together with other projected land use development. Exhibit 4 presents information on traffic along Del Paso Road between I-5 and the private driveway, as excerpted from the Omni-Means analysis.

The Omni-Means traffic analysis examined several land use development alternatives. Based on these alternatives, level of service (LOS) estimates were made for several critical intersections. Within the Del Paso Road widening project area, the Omni-Means traffic analysis examined the Del Paso Road/I-5 interchange (Exhibit 5).

The LOS specified in Exhibit 5 are considered to have a less-than-significant adverse impact.

13c. The following is a description of the construction-related and operational-related impacts that the proposed project would have on the existing transportation system.

Construction-Related Impacts. Construction operations would interfere with traffic flow and may cause occasional delays to vehicles using Del Paso Road. It would occasionally be necessary to close one lane during excavation, grading, paving, pouring of concrete, and placing of standards (Gibbons, pers. comm.). Some motorists may use alternate routes during

Exhibit 4. Estimated Traffic on Del Paso Road East of I-5

Condition	Eastbound	Westbound	Both Directions
Existing average daily traffic on Del Paso Road east of I-5	--	--	1,300
Existing a.m. peak hour	40	85	125
Existing p.m. peak hour	84	38	122
Future base[1] a.m. peak hour	135	125	260
Future base[1] p.m. peak hour	346	244	590
Sports arena traffic inbound (pre-event)	1,088	0	1,088
Sports arena traffic outbound (post-event)	0	1,088	1,088

[1] Future base assumes buildout development of zoning designations in both the City of Sacramento and unincorporated Sacramento County areas that would affect traffic in the Northgate/Del Paso Road area. No major development was assumed in the North Natomas Community Plan area.

Source: Sacramento County Planning and Community Development Department (1985) and Hansen (pers. comm.).

Exhibit 5. Projected Levels of Service at Critical Intersections in Project Vicinity[1,2]

Intersection Location	A.M. Peak Level of Service	P.M. Peak Level of Service
Del Paso Road and I-5 northbound ramps	A-B	A
Del Paso Road and I-5 southbound ramps	A-B	A

[1] Assumes operation of the sports arena, the existence of the private driveway, and the most intense land use development scenario in the surrounding area.

[2] Vehicles passing through an intersection with a LOS A experience little or no delay. LOS B indicates short traffic delays.

Source: Sacramento County Planning and Community Development Department (1985).

construction, such as Northgate Boulevard and I-80, increasing traffic on those routes.

To mitigate these impacts, lane closures should be restricted to nonpeak hours to minimize delays. The City should inform the public of the nature of the operations and the delays that could result. By minimizing lane closures, the impact of motorists using alternative routes would be minimized. With mitigation, construction-related impacts are expected to be less than significant.

Operational-Related Impacts. The proposed project would impact the existing transportation system by widening an existing facility. The principal purpose of widening Del Paso Road is to improve the operational safety of the facility. The proposed project is considered to have a less-than-significant impact on the existing transportation system.

13d. The construction of the proposed project may interfere with traffic flow to the extent that some vehicles may use alternate routes during the construction period. The construction-related impacts would be temporary, and are considered to be less than significant.

13f. By increasing lane widths and adding shoulders, the proposed project would result in an overall increase in the road's ability to safely accommodate traffic. However, the potential for traffic impacts at two specific locations along the proposed project has been noted. The first location is at the intersection of Del Paso Road and the private driveway. There is potential for conflicting turn movements at the intersection. This impact would be mitigated by the use of a traffic control officer and portable street lighting during area events (Williams pers. comm.). The second location is just east of the driveway intersection. If Del Paso Road is widened west of the driveway intersection, eastbound traffic would travel from a 12-foot lane with 6-foot shoulders to a 10-foot lane with no shoulders when passing the intersection. The substantial narrowing of the roadway at this point has been noted as a potential traffic impact (Finley pers. comm.). This will be mitigated with appropriate signs to warn motorists of a narrower roadway ahead. With these mitigation measures, the degree of the two potential traffic impacts is considered to be less than significant.

14. Public Services

14d. To the extent that the project improves the safety and increases the enjoyment of users of the sports arena by reducing traffic congestion, the proposed project would have a beneficial impact on recreational facilities.

14e. The proposed project would result in a slightly increased pavement surface area. This may result in increased road maintenance costs. The increase would not be substantial and would result in a less-than-significant impact.

15. Energy

15a. Construction of the proposed project would result in the use of energy, primarily diesel fuel and gasoline, from activities such as hauling construction material, and excavation and paving equipment to production of roadway material. Considering the small size of the proposed project, this impact is expected to be less than significant.

15b. The increase in vehicular use associated with the sports arena will result in an increase in the use of petroleum for fuel. Energy will be required on a long-term basis to operate the portable street lighting at the intersection of Del Paso Road and the private driveway. The amount of energy that would be used is considered to have a less-than-significant impact.

16. Utilities

16a. The proposed project would result in a need to relocate some or all of the power line poles along the south side of Del Paso Road. A set of plans for the proposed project has been sent to the Sacramento Municipal Utility District (Williams pers. comm.). Any relocations would have a less-than-significant impact.

16b. The proposed project may result in a need to relocate an underground telephone line that crosses under Del Paso Road near the East Drainage Canal. A set of plans for the proposed project has been sent to Pacific Telephone. However, a determination on the need for relocation has not yet been made (Williams pers. comm.). Any relocations would have a less-than-significant impact.

16e. The proposed project crosses over a 36-inch pipe 3,772 feet (0.7 mile) east of the intersection with the off-ramp from northbound I-5. This pipe, which carries drainage water, would have to be extended if the proposed project is constructed. Extension of the pipe is considered to be a less-than-significant impact.

17. Human Health

Arena-related traffic will result in an increase in carbon monoxide concentrations. Increases in carbon monoxide concentrations are incrementally unhealthy. However, the concentra-

tions along Del Paso Road are not expected to exceed the national ambient air quality standard for carbon monoxide based on a screening analysis of critical intersections in this area (Sacramento County Planning and Community Development Department 1985). Therefore, the proposed project is not expected to create, nor expose people to, potential health hazards.

18. Aesthetics

The proposed project is not expected to result in the creation of an aesthetically offensive site open to public view.

19. Recreation

The proposed project is not expected to result in an impact upon the quality nor quantity of existing recreational opportunities.

20. Archeological/Historical

An archeological/historical study conducted for the North Natomas Community Plan DEIR has concluded that there is not any significant archeological or historical site, structure, object or building in the vicinity of the proposed project (Carstens pers. comm.).

If, during construction activity, unusual amounts of historic glass, ceramics, metal, nails and the like, or prehistoric artifacts such as arrowheads, beads, mortars, or human bones are discovered, work should be halted immediately and a professional archeologist called in to assess the find and determine its significance (Jones & Stokes Associates 1984).

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15

SCOLD
915 - 21st Street
Sacramento, California 95814

Contact: Bob Doyle
927-8258 (after 10 a.m.)

August 20, 1985

For immediate release:

The Resolution approving a Negative Declaration for the Del Paso Road Widening Project, Item 15 on the City Council agenda for August 20, should be denied. The project introduces a growth inducing element, and should be studied under the current Environmental Impact Report for the North Natomas Community Plan.

This is the consensus of the SCOLD committee studying North Natomas land use and rezoning.

Because the project is within the Study Area, it should not be undertaken until the EIR and Plan have been completed.

Furthermore, the Road Widening Project as portrayed in the Negative Declaration is not consistent with facts and evidence easily observed on site. A new bridge is under construction spanning the East Drainage Canal, parallel to Del Paso Road. It is part of a new boulevard which, upon completion, will be well over 100 feet wide.

The Negative Declaration describes a two-lane facility, with an over-all roadway width of 36 feet. No bridge is mentioned.

No bridge-building permits have been issued by the City. Reclamation District 1000 issued a Grant of Easement in June. However, no inspection or design process has been followed by the bridge builders.

(more)

We think that this is just another slick move to circumvent the planning process by the speculators and developers who seek urbanization of North Natomas.

We feel that this road widening and bridge construction should rightfully follow the EIR and North Natomas Community Plan studies, with final judgment by the City Council after all facts have been presented through the process.

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MEMORANDUM

TO: ANNE RUDIN, MAYOR

FROM: LORRAINE MAGANA, CITY CLERK

SUBJECT: REFERRAL OF ITEM NO. 16, COUNCIL AGENDA OF August 20, 1985

DATE: August 27, 1985

Pursuant to Council action, the following matter is referred to you:

Request status reports of the Mayor's Child Care Task Force be furnished to Council.

LM/mls/16