

MINUTE ITEM

This Calendar Item No. C7  
was approved as Minute Item  
No. 7 by the State Lands  
Commission by a vote of 3  
to 0 at its 6-26-80  
meeting.

CALENDAR ITEM

C7.

6/80  
W 22406  
Reese  
PRC 5851

GENERAL PERMIT - PUBLIC AGENCY USE

APPLICANT: City of Sacramento  
915 I Street, Room 207  
Sacramento, California 95814

AREA, TYPE LAND AND LOCATION:  
0.197-acre parcel of filled tita and sub-  
merged land adjacent to the Sacramento  
River, I Street Bridge, City of Sacramento,  
Sacramento County.

LAND USE: Bikeway and other appurtenant facilities.

TERMS OF PROPOSED PERMIT:  
Initial period: 49 years from June 1,  
1980.

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.

PREREQUISITE TERMS, FEES AND EXPENSES:  
Applicant is permittee of upland.  
Filing fee and processing costs have been  
received.

STATUTORY AND OTHER REFERENCES:  
A. P.R.C.: Div. 6, Parts 1 & 2.  
B. Cal. Adm. Code: Title 2, Div. 3.

OTHER PERTINENT INFORMATION:  
1. The annual rental value of the site  
is estimated to be \$1,500.

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CALENDAR ITEM NO. G7. (CONTD)

2. A final EIR was prepared by the City of Sacramento, pursuant to CEQA and implementing regulations. A notice of determination has been received.
3. This project is situated on State land identified as possessing significant environmental values pursuant to P.R.C. 6370.1, and is classified in a use category, Class B, which authorizes Limited Use.

Staff has coordinated this project with those agencies and organizations which nominated the site as containing significant environmental values. They have found this project to be compatible with their nomination.

APPROVALS OBTAINED:

Reclamation Board,  
American River Flood Control District,  
and Southern Pacific Transportation Company.

FURTHER APPROVALS REQUIRED:

None.

EXHIBITS:

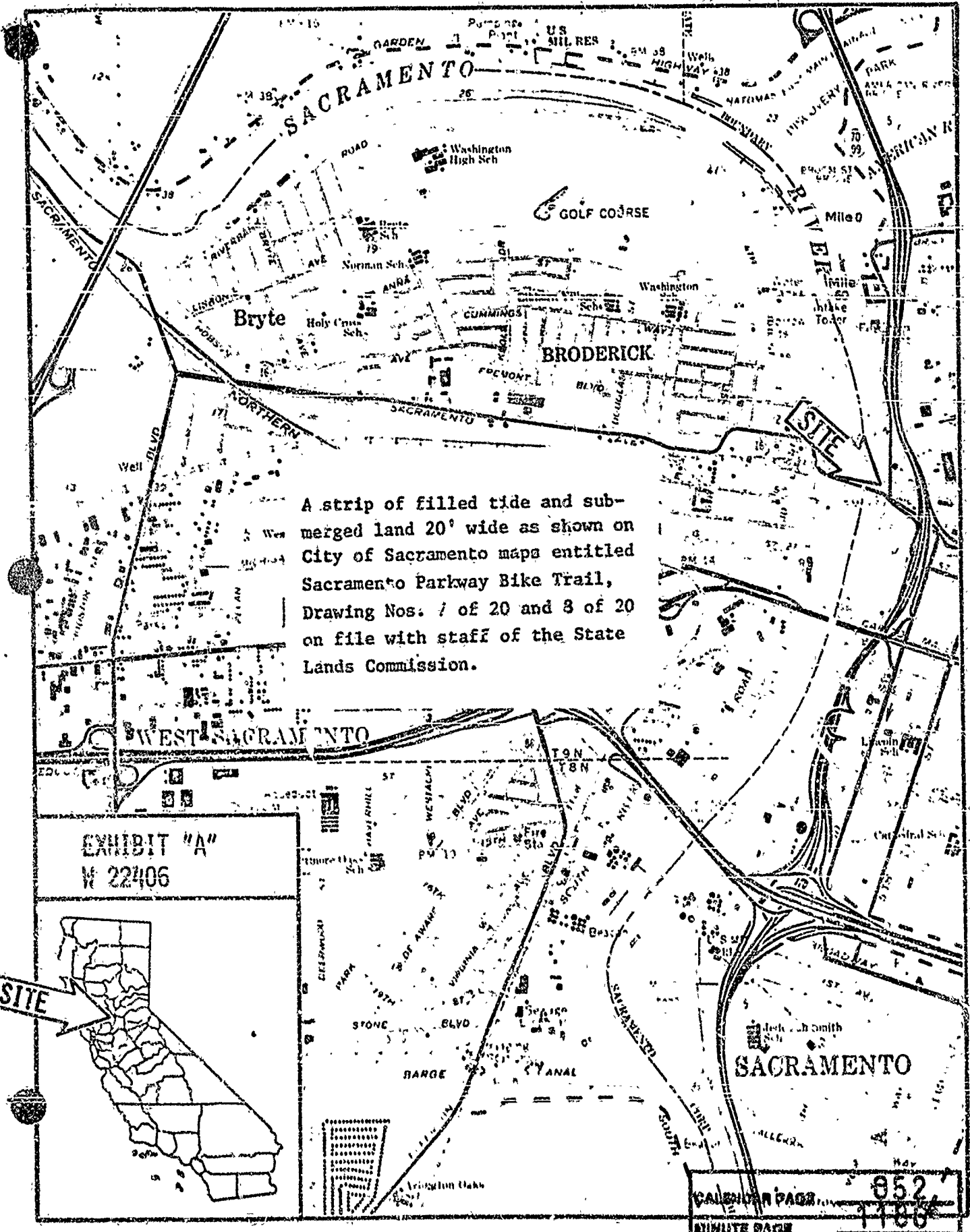
- A. Description and Location Map.
- B. Environmental Impact Report Summary.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT AN EIR HAS BEEN PREPARED FOR THIS PROJECT AND CERTIFIED BY THE CITY OF SACRAMENTO ON JULY 20, 1976.
2. CERTIFY THAT THE INFORMATION CONTAINED IN THE EIR ENTITLED SACRAMENTO RIVER PARKWAY HAS BEEN REVIEWED AND CONSIDERED BY THE COMMISSION.
3. DETERMINE THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. FIND THAT GRANTING OF THE PERMIT WILL HAVE NO SIGNIFICANT EFFECT UPON ENVIRONMENTAL CHARACTERISTICS IDENTIFIED PURSUANT TO SECTION 6370.1, OF THE P.R.C.

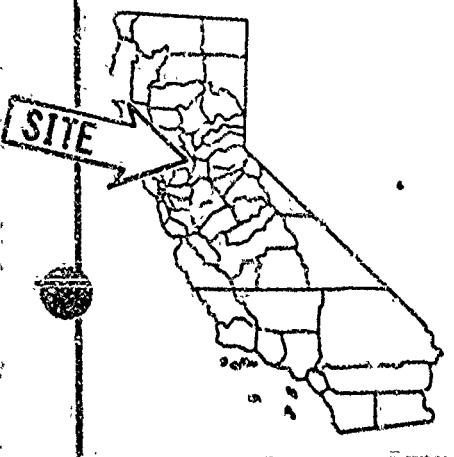
CALENDAR ITEM NO. C7. (CONTD)

5. AUTHORIZE ISSUANCE TO THE CITY OF SACRAMENTO OF A 49-YEAR GENERAL PERMIT - PUBLIC AGENCY USE FROM JUNE 1, 1980; IN CONSIDERATION OF 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 FOR CONSTRUCTION AND MAINTENANCE OF A BIKEWAY AND OTHER APPURTENANT FACILITIES ON THE LAND SHOWN ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.



A strip of filled tide and submerged land 20' wide as shown on City of Sacramento maps entitled Sacramento Parkway Bike Trail, Drawing Nos. 7 of 20 and 8 of 20 on file with staff of the State Lands Commission.

EXHIBIT "A"  
W 22406



CALENDAR PAGE 852  
MINUTE PAGE 7786

## EIR SUMMARY

## I. Introduction

Following is a summary of a draft EIR on the proposed Sacramento River Parkway Master Plan (SCH #75122951). The Parkway Master Plan was designed as a guide for future development of a linear parkway within the City of Sacramento.

## II. Project Description

This portion of the EIR is entitled "Master Plan Elements" which relates the following:

- There are three recreational land use categories proposed for the Parkway (low, moderate, and high) based on resources, vulnerability to use and other criteria.
- There are two classifications of access points: a) minor - generally intended for pedestrian and bicycle entry; and b) major - permitting vehicular access.
- The Parkway trail system consists of five different types of trails: Primary, secondary, temporary bypass trail, alternate trail, and dirt path.
- Recreational facilities are planned to support and complement Parkway activities.

## III. Environmental Setting

The Sacramento River is the largest river in California. Water quality is considered high in comparison to other large rivers of its kind; but municipal wastewater discharge, and agricultural and industrial wastewater have contributed to a lower quality. Three wastewater treatment plants currently discharge into the river along the Parkway.

The biological resources occurring along the proposed Sacramento River Parkway were divided into four basic community types in the EIR: Riparian, aquatic, agricultural and urban. The Riparian community was divided into four characteristic subtypes: Woodland, open woodland, cleared and semi-cleared; these categories generally show distinct landform and floral and faunal composition, although overlapping of subtypes does occur.

Existing land uses adjacent to the Parkway include industrial, commercial, transportation corridor, single and multiple family residential, and agricultural.

An archaeological survey was made on the proposed Parkway area; five prehistoric habitation sites were found to exist within or immediately adjacent to the Parkway boundaries. Three of these may fall within the specific areas for which some improvements are planned and should be evaluated in greater detail prior to any future development.

#### IV. Environmental Impacts

- A. Potential increase in erosion on river levee if proper control measures are not taken.
- B. Minor loss of important Riparian vegetation and wildlife habitat on berm areas.
- C. Potential conflict at access areas in terms of increased parking along residential streets.
- D. Potential increase in theft and vandalism to residences adjoining the Parkway.
- E. Reduction of privacy to residences abutting the Parkway and a minor increase in noise level resulting from Parkway use.

#### V. Mitigation Measures

- A. Erosion control measures should be initiated, as necessary, along the Parkway to protect the structural integrity of the levee. These measures should conform to the aesthetic and recreational orientation of the Parkway whenever possible.
- B. Recreation and educational uses of the Parkway should be restricted to those activities which require a minimum of man-made improvements and facilities. This would minimize the loss of important native vegetation and wildlife habitat.
- C. Major access points should be easily accessible from arterial streets and with minimum vehicular circulation through residential areas. This would reduce traffic problems and associated safety hazards in residential areas.
- D. Establish controllable access to the Parkway to aid in providing Parkway and residential safety and security. Where necessary or desirable, provide visual and physical barriers between the Parkway and the residences to provide greater security and privacy. Limit general use of the Parkway to daylight hours to provide greater privacy and security to adjoining property owners.
- E. Where available, the recreation trail should be located on riverside berms to reduce adverse impact on nearby residences.

#### VI. Unavoidable Adverse Impacts

- A. Reduction of existing riparian vegetation and wildlife habitat would occur along the Parkway, trail system at designated low use areas.
- B. A small loss of open space would occur through construction of parking areas and restroom facilities at major and moderate use areas.
- C. Construction activities associated with development of the Parkway would result in the irretrievable commitment of natural resources such as fossil fuels and building materials.

CALENDAR PAGE	054
MINUTE PAGE	1188

VII. Alternatives

- A. No action.
- B. Development of unconnected recreational facilities - involves the development of only the high and moderate use areas.
- C. Exclusion of recreational trail system.

VIII. Short Term v. Long Term

Implementation of the proposed Parkway plan and creation of a linear parkway would provide long term beneficial use of the unique aspects of a riverine environment by present and future generations. Initiation of the Plan would help to preserve open space and "natural areas" along the Sacramento River. On a much narrower scale, however, initiation of the Plan would generate some land use conflicts associated with residential development presently abutting the river and proposed Parkway corridor. The present and future demand for the proposed Parkway must be weighed against the capital expenditures and adverse impacts associated with its development.