

4.9 PARKLANDS

4.9.1 Introduction to Analysis

This section describes the neighborhood, community, regional, and state park resources within the DNA study area and the associated direct and indirect impacts resulting from the DNA project. For some types of projects (such as the DNA project), park resources are protected by Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Act of 1965.

Section 4(f) of the Department of Transportation Act of 1966 prohibits the use of land from publicly owned parks, recreation areas, wildlife or waterfowl refuges, or historic sites for federally funded transportation projects, *unless* a determination can be made that: 1) there is no prudent and feasible alternative to using such lands; and 2) the project has made every possible planning effort to minimize harm to the land resulting from its use. The definition of “use” in this context means the taking or acquiring of land or property for construction of a permanent transportation facility. If the land or property is not taken or acquired, “use” refers to the substantial impairment of the land or property for its originally intended purpose.

Compliance with Section 4(f) is expected to be the responsibility of the Federal Transit Administration during later stages of the DNA project when federal action is warranted.

Section 6(f) of the Land and Water Conservation Act of 1965 contains strong provisions to protect federal investments and the quality of assisted resources. The law recognizes that some changes in land use or development may occur over time, particularly in rapidly changing urban areas, and so ensures that changes or conversions for recreational use will bear a cost. The language is as follows:

SEC. 6(f)(3) No property acquired or developed with the assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This “anti-conversion” requirement applies to all parks and other sites that have been the subject of Land and Water Conservation Fund grants of any type. The Act requires that any Section 6(f) property affected by a proposed project be replaced by recreational property of reasonably equal value and usefulness.

The National Park Service regulates the conversion of properties subject to the Section 6(f) requirements. Consultation actions for Section 6(f) compliance are ongoing (see Chapter 6, Consultation and Coordination).

4.9.2 Environmental Setting

The existing and proposed parks in the DNA study area are listed by site number in Tables 4.9-1 and 4.9-2 and shown by geographic location on Figure 4.9-1. As shown, there are approximately 23 existing and developed parks in the DNA study area (Sites 1-18, 106, and 45-48 on Figure 4.9-1); the most popular of these are located within or adjacent to the American River Parkway. Additionally, there are 18 existing but undeveloped (without significant amenities) parks (Sites 20-36, 101), one open space preserve (Site 50) that includes a park (Bannon Creek), seven parkways (Sites 44, 60-65), and 11 school parks (Sites 200-210). The total existing parkland in the study area comprises approximately 1,670-acres. The American River Parkway, Discovery Park, and Natomas Oaks Park have received grant monies under the federal Land and Water Conservation Fund and are therefore subject to the Section 6(f) provisions.

**Table 4.9-1
Existing Parks in the DNA Study Area**

Site No.	Facility Name	Location/ Notes	Park Type	Total Acres	Amenities
1	Chavez Plaza	910 I Street	Existing	2	5 picnic areas, farmer's market
2	Chuckwagon Park	3420 Bridgeford Drive	Existing	2	3 picnic areas, 1 soccer field, adventure play area
3	Crocker Park	211 O Street	Existing	2	4 picnic areas, Crocker Art Museum
4	Gardenland	3010 Bowman Ave.	Existing	6	9 picnic areas, ballfield, volleyball and basketball courts, adventure and tot play areas and a wading pool
5	Grant Park	205 21st Street	Existing	2	3 picnic areas, 1 lighted ballfield, 1 full size soccer field
6	Jefferson Park	1990 Roma Court	Existing	6	2 picnic areas, adventure and tot play areas
7	Johnson Park	516 11th Street	Existing	1	1 picnic area
8	Marshall Park	915 27th Street	Existing	2	2 picnic areas, senior center, horseshoe pit
9	Muir Park	1515 C Street	Existing	3	3 picnic areas, 1 ballfield, 1 Bantam soccer field, 1 volleyball court, 1 basketball court, adventure play area, small softball backstop
10	Natomas Oaks Park*	2230 River Plaza Drive	Existing	13	4 picnic areas, Oak preserve, nature area, jogging trail
11	Ninos Park	705 Northfield Drive	Existing	4	3 picnic areas, 1 lighted ballfield, 1 basketball court, adventure and tot play areas, shade structure, walking/jogging trail
12	Northgate Park	2825 Mendel Way	Existing	16	6 picnic areas, 1 lighted ballfield, 1 full size soccer field, 1 basketball court, 2 lighted tennis courts, adventure play area, swimming and wading pools
13	Roosevelt Park	1615 9th Street	Existing	3	3 picnic areas, 1 lighted ballfield, 1 full-size soccer fields, 2 basketball courts
14	St. Rose of Lima Park	705 K Street	Existing	0.5	Stage, seasonal ice rink, ticket sales booth

**Table 4.9-1 (Cont'd)
Existing Parks in the DNA Study Area**

Site No.	Facility Name	Location/ Notes	Park Type	Total Acres	Amenities
15	Stanford Park	2115 6th Street; John Sutter's Landing Memorial	Existing	3	3 picnic areas, 1 ballfield
16	Tiscornia Park	195 Jibbom Street	Existing	14	American River Access: beach, bicycle trail
17	Washington Park	1631 F Street; Adjacent to Washington School	Existing	2	2 picnic areas, 1 adventure play area, shade structure
18	Zapata Park	905 E Street	Existing	1	3 picnic areas, 1 basketball court, adventure play area
20	10-A Park Site	See site number on map	Existing Undeveloped	4	Not Applicable
21	10-B Park Site	See site number on map	Existing Undeveloped	4	Not Applicable
22	10-C Park Site	See site number on map	Existing Undeveloped	1.5	Not Applicable
23	10-D Park Site	See site number on map	Existing Undeveloped	1	Not Applicable
24	13-C Park Site	See site number on map	Existing Undeveloped	5	Not Applicable
25	13-D Park Site	See site number on map	Existing Undeveloped	Unknown	Not Applicable
26	2-E Park Site	See site number on map	Existing Undeveloped	2	Not Applicable
27	3-A Park Site	See site number on map	Existing Undeveloped	9	Not Applicable
28	4-A (Basin 6A) Park Site	See site number on map	Existing Undeveloped	34	Not Applicable
29	5-A (Basin 5) Park Site	See site number on map	Existing Undeveloped	12	Not Applicable
30	Barandas Park	Northwest of Grasslands and El Camino	Existing Undeveloped	12	Not Applicable
31	Creekside Oaks Park Site	2554 Millcreek Drive	Existing	2	Picnic areas

Table 4.9-1 (Cont'd)
Existing Parks in the DNA Study Area

Site No.	Facility Name	Location/ Notes	Park Type	Total Acres	Amenities
32	North Natomas Park Site (13-A)	North of Del Paso E of I-5	Existing Undeveloped	37	Not Applicable
33	Oakbrook Park	1805 San Juan Road	Existing Undeveloped	2	Not Applicable
34	Orchard Park Site	1451 Unity Way	Existing Undeveloped	15	Nature area, bicycle trail
35	Strauch Park	3075 Northstead Drive; Adjacent to Strauch School	Existing Undeveloped	3	4 ball fields, 1 full-size field adventure play area
36	Sutter's Landing Park Site	20 28th Street	Existing Undeveloped	174	Not Applicable
40	11-B Park Site	See site number on map	Non City	2	Not Applicable
41	12-A Park Site	See site number on map	Non City	3	Not Applicable
42	12-B Park Site	See site number on map	Non City	Unknown	Not Applicable
43	13-B Park Site	See site number on map	Non City	5	Not Applicable
44	American River Parkway*	Along the American River	County/ Parkway	120 (in study area)	23 mile (426-acres total) greenbelt/park nature activities and numerous recreational uses and facilities that support these uses
45	Capitol Park	Between L and N Streets on the north and south and 10th and 15th on the east and west	Non City/Existing	36	State Capitol
46	Discovery Park*	Just east and west of I-5 between Garden Highway and the American River	County/ Existing	228	Boat ramp, picnic areas, bicycle trail, archery range, nature study and protected areas
47	Ueda Park Site	Natomas area	County/ Existing	17	Bicycle trail, jogging trail

Table 4.9-1 (Cont'd)
Existing Parks in the DNA Study Area

Site No.	Facility Name	Location/ Notes	Park Type	Total Acres	Amenities
48	Witter Ranch	North of San Juan e/o Witter Canal	Non City/ Existing	26	Unknown
50	Bannon Creek Preserve	2475 Natomas Park Drive	Open space	4	Bicycle trail, picnic areas
60	Bannon Creek Parkway	2780 Azevedo Drive	Parkway	22	4 picnic areas, dog park, nature area, shade structure, bicycle trail
61	Garden Highway Park	1305 Garden Highway	Parkway	24	Bicycle trail
62	Ninos Parkway	920 W. El Camino Avenue	Parkway	47	Community garden, bicycle trail
63	Sacramento Northern RR	SW of Arden and Del Paso	Parkway	6	Unknown
64	Sacramento River Parkway	100 J Street	Parkway	25	Old Sacramento State Park, bicycle trail
65	Ueda Parkway	Parallels Western the entire eastern edge of the study area	Parkway	382	Bicycle trail, jogging trail
101	North Natomas Regional Park	Located on North Park Drive near Banfield Drive	Existing Undeveloped	10.7 currently developed (172 total)	Currently a lake, landscaping, walkways and bikeways. Future phases will include sports fields, nature areas, skate park, group picnic areas, children's playgrounds, and bike trail
106	South Natomas Community Center Park	2901 Truxel Road	Existing	24	Community Center, future phases will include parkland, sport facilities, and picnic facilities
200	American Lakes School Park	2800 Stonecreek Drive	School	12	Not Applicable
201	Dos Rios School Park	700 Dos Rios St.	School	7	Not Applicable
202	Garden Valley School Park	3601 Larchwood Dr.	School	10	Not Applicable
203	Inderkum High School	East of the proposed N. Natomas Regional Park	School	34	Not Applicable
204	Jefferson School Park	2001 Pebblewood	School	9	Not Applicable
205	Meister School Park	Chuckwagon and Bridgeford	School	10	Not Applicable

**Table 4.9-1 (Cont'd)
Existing Parks in the DNA Study Area**

Site No.	Facility Name	Location/ Notes	Park Type	Total Acres	Amenities
206	Natomas Park Elementary	4700 Crest Drive	School	Unknown	Not Applicable
207	Rio Tierra School Park	3201 Northstead Dr.	School	24	Not Applicable
208	Smythe School Park	2781 Northgate	School	10	Not Applicable
209	Strauch School Park	3141 Northstead	School	11	Not Applicable
210	Washington School Park	520 18th Street	School	3	Not Applicable

Source: City of Sacramento, 2006.

Note:

* Parks known to have received LWCF grant monies prior to 12-31-01 per California Department of Parks and Recreation Office of Grants and Local Services, LWCF Program

**Table 4.9-2
Proposed Parks in the DNA Study Area**

Site No.	Facility Name	Total Acres	Site No.	Facility Name	Total Acres
70	11-A (Basin 3) Park Site	43	92	7-B Park Site	4
71	11-C Park Site	2	93	7-C Park Site	5
72	12-C Park Site	3	94	7-D Park Site	2
73	1-A Park Site	10	95	7-E Park Site	4
74	1-B Park Site	2	96	8-A Park Site	8
75	1-C Park Site	2	97	8-B Park Site	4
76	2-A (Basin 8B) Park Site	26	98	9-A Park Site	12
77	2-B Park Site	10	99	9-B Park Site	3
78	2-C Park Site	4	100	9-C Park Site	6
79	2-D Park Site	4	102	RB 1 Park Site	4
80	3-B Park Site	7	103	RB 2 Park Site	8
81	3-D Park Site	4	104	RB 3 Park Site	2
82	3-E Park Site	3	105	RB 4 Park Site	2
83	4-B Park Site	6	107	SP 1 Park Site	6
84	4-C Park Site	5	108	SP 2 Park Site	2
85	4-D Park Site	2	109	SP 3 Park Site	2
86	5-B Park Site	Unknown	110	SP 4 Park Site	0.5
87	6-A Park Site	10	111	SP 5 Park Site	3
88	6-B Park Site	7	112	Sacramento River Park	8
89	6-C Park Site	5	11111	Park Site (Westside of Northgate 1/2 between San Juan and Market)	2
90	6-D Park Site	3			
91	7-A Park Site	5			

Source: City of Sacramento, 2006.

There are 42 proposed park sites in the DNA study area comprising approximately 250-acres of parkland that will likely be developed in the future. The proposed parks within the DNA study area are listed in Table 4.9-2 and shown on Figure 4.9-1. Added to the existing parkland, the DNA study area encompasses approximately 1,920-acres of existing and proposed parklands.

Parks that would be directly or indirectly affected by the DNA project are described below.

American River Parkway

The American River Parkway (Site No. 44) is a 23-mile open space corridor, extending from the confluence of the American and Sacramento Rivers to Folsom Lake. The Parkway is a regional park that crosses several jurisdictional boundaries, including the City and County of Sacramento and the Folsom Lake State Recreational Area.

The park was envisioned more than 100 years ago, but was not developed until 1962 when the County formally adopted the *American River Parkway Plan* concept and incorporated the Plan into the recreational element of the County's *General Plan*. In addition to guidelines for use, preservation, development, and administration of the park, future revisions of the Parkway Plan also contained an implementation section and policy statement that have resulted in a comprehensive document designed to guide land use decisions affecting the park. Table 4.9-3 presents the land use categories defined in the Parkway Plan.

Additionally, the Lower American River has been designated as a component of both the National and State Wild and Scenic Rivers systems. Projects affecting the American River are therefore subject to these laws, which prohibit actions that adversely affect the "free-flowing" status of, or the resources for which, the river was designated. The *American River Parkway Plan* (Sacramento County, 1985) is the mechanism for enforcing these requirements.

Existing uses in the Parkway include picnicking, bird watching, hiking, and recreational uses such as bicycling, rollerblading, running, horseback riding, fishing, archery, and golf. The park has numerous facilities that support these uses, including multi-use fields, sightseeing tours, raft and canoe rentals, and bicycle trails. It is estimated that approximately 5 million people visit the American River Parkway annually.

Discovery Park

Discovery Park (Site No. 46) is a 385-acre park located north of the American River. It is bordered by Garden Highway on the north, I-5 on the west, and private property (Gardenland Sand & Topsoil, also known as the Urrutia property) on the east. Of the total acres, 229-acres are designated for Developed Recreation. Facilities that support the typical recreational uses in the park include a six-lane boat ramp, picnic areas, the Jedediah Smith Memorial Bicycle Trail, and an archery range. The remaining 156-acres are identified as Protected Areas and Nature Study Areas. The two primary Protected Areas, Bannon Island and Bannon Slough, are home to several archaeological sites and habitat for the threatened valley elderberry longhorn beetle. A unique characteristic of this park is the flooding of the area; portions of the park are frequently submerged for several weeks or more during periods of high runoff in the American River and high water levels in the Sacramento River. The private parcels that make up Discovery Park East include a trailer court, a Boy Scout

Camp, and several large areas that are vacant or leased for agricultural uses. It is estimated that approximately 100,000 people visit Discovery Park annually.

Garden Highway

The Garden Highway site (Site No. 61) is a 24-acre parkway that parallels the northern boundary of Discovery Park. This parkway provides a visual amenity to persons traveling on Garden Highway. It also includes a bicycle trail.

South Natomas Community Center

The South Natomas Community Center (Site No. 106) opened in the fall of 2001 and is located on the northwest corner of Truxel Road and Bannon Creek Drive at 2901 Truxel Road. It is a 26-acre site that is being developed in phases. The first phase was the completion of the community center, which includes game/arts-and-crafts rooms, a dance/gymnastic room, two meeting rooms, a computer room, a tiny tot room, and a wellness center. The second phase will involve development of park facilities, including parkland, sport facilities, and picnic facilities.

Creekside Oaks Park Site

This new 2-acre park (Site No. 31) is located west of the intersection of Truxel Road and West El Camino Avenue.

Natomas High School

Natomas High School is not a park facility because it is not open to the public for recreational use without consent. However, it does maintain recreational features, such as soccer fields and baseball diamonds. Per agreement with the Natomas Unified School District, the placement of the DNA project guideway would encroach upon the recreation grounds of the high school. This would require the repositioning of one baseball diamond to the east approximately 10 to 15 feet on existing school grounds. The design of the DNA project incorporates this modification.

High School Park Site

The 34-acre Inderkum High School park site (Site No. 203) consists of ballfields associated with the school.

North Natomas Regional Park

This 172-acre regional park (No. 101) is publicly owned. Although 10.7-acres have been developed at the North Natomas Regional Park, including a lake, landscaping, walkways, and bikeways adjacent to the detention basin and drainage canals, it is currently mostly in the planning stages. It has been envisioned by the City as a park and town center that will be served by transit. Because this park is planned to include transit access within an exclusive right-of-way, the proposed alignment would provide beneficial transit service to the transit-dependent population and the general public without the necessity of property acquisition or other adverse effects.

Land Use Category (most restrictive to least restrictive)	Purpose
Open Space Preserve	To identify public and private lands along bluffs and ravines that will be left undeveloped so that visual intrusion to the Parkway will not occur
Nature Study Area	To set aside environmentally sensitive areas or areas with special flora, fauna or other characteristics for interpretative education and other limited passive recreational activities
Protected Area	To identify areas capable of sustaining light to moderate use with minimal alternations to the natural landscape and to provide access to these areas
Limited Recreation	To identify lands suitable for active recreation, but unsuitable for extensive facilities; to serve as a buffer to Developed Recreation areas
Developed Recreation	To establish areas for heavy use to be developed with active recreational facilities, so that more sensitive areas are left in their more natural condition
Recreation Reserve	Holding category for future recreational use
Source: Sacramento County, 1985.	

Proposed 8-A Park

Similar to the North Natomas Regional Park, the 6-acre 8-A park site is in the planning stages and is anticipated to be accessible from transit. The park is located directly west of the proposed North Natomas Regional Park and immediately north of the DNA project alignment.

4.9.3 Impact Evaluation

The impact evaluation determined that the DNA project would have direct impacts to Discovery Park and the American River Parkway due to bridge construction. However, construction of a bridge over the American River Parkway also would improve access for pedestrians and bicyclists.

Methodology

Parkland impacts have been categorized as direct, indirect, or constructive use. Direct impacts include those that alter or eliminate the original use of the park or open space. These impacts include acquisition of parkland, loss of park access, traffic congestion, noise, dust, and visual blight. The study area for direct impacts is defined by 1) the limits of the construction footprint and 2) the limits of the permanent right-of-way required for the project.

Indirect impacts are those caused by the action that occur later in time or are farther removed in distance. These include visual degradation and traffic congestion, and they can occur during both construction and operation. Another example of an indirect impact could be the increase in park usage associated with the added access provided by a public transit system.

Constructive use impacts are defined as when the proximity of a project substantially impairs the use of a park resource. Examples would be extreme visual or noise impacts that reduce the use of the property for recreation.

Significance Criteria

Implementation of the DNA project would have a significant impact on parklands if it would:

- Substantially impair parklands, or other lands protected under Section 4(f) of the Department of Transportation Act, from attaining their originally intended purpose;
- Convert lands acquired using the federal Land and Water Conservation Fund to other than public outdoor recreation use;
- Be nonsupportive of a land use policy defined in any approved plan; or
- Substantially affect park access;
- provide improved access to parkland for low income, minority, transit dependent, and general populations, and would, therefore, have a significant and beneficial impact.

DNA Project Impacts

The implementation of the DNA project would result in direct construction, land use policy, and operational effects on the American River Parkway, Discovery Park, and Garden Highway. Other minor impacts are anticipated to parklands in South Natomas. These impacts are described below. No constructive use impacts would occur.

American River Parkway, Discovery Park, and Garden Highway

Construction Impacts. Construction of the river crossing would bisect the American River Parkway and directly affect Discovery Park, which is approximately 700 feet to the west. During construction, it is assumed that the contractor would access the site from the Garden Highway and through Discovery Park. Park users would be temporarily affected by construction activities, including the movement of heavy equipment on park roads, restricted access, and temporary closure of some park properties, noise, dust, and other inconveniences. The construction activities also would degrade the visual character of the park and disrupt passive activities such as bird watching, hiking, jogging, and use of the archery range. Joggers, walkers, and bicyclists would need to be rerouted safely around the construction site.

Construction of the American River Crossing would affect approximately 10-acres of park property. Based on the concept design, a breakdown of the acres disturbed includes 5-acres for the crossing, 4-acres for the staging area, and one acre for an access road. Upon completion of construction, the majority of affected areas would be returned to active parkland use. RT would ultimately hold an interest in only 1.8-acres of property would be permanently connected to right-of-way for the final bridge footprint and even this property, other than the small area (.005 acres) permanently occupied by the bridge piers, would continue to be used for parkland and recreation.

As shown on Figure 4.9-2, the American River Crossing would affect Protected Areas, including habitat for threatened and endangered species and known archeological sites. The DNA project would not affect any Nature Study Area land uses. Implementation of the DNA project would avoid potential conflicts with the planned future widening of the I-5 Bridge for HOV lanes.

These temporary disruptions would substantially impair enjoyment of the American River Parkway on a temporary basis (Impact PARK-1), thus requiring mitigation under Section 4(f) of the Department of Transportation Act as well as per CEQA requirements. This is a potentially significant impact.

Land Use Impacts. The current *American River Parkway Plan* serves as a component of the City and County General Plans and was adopted by the State Legislature in 1984. The Parkway Plan is being updated, and the draft depicts the DNA project crossing the park along the Truxel alignment per the *Integrated Area Plan*, a subsection of the Parkway Plan. Policy 8.18.1 from the Draft Update states the following:

The Downtown-Natomas-Airport (DNA) light rail project alignment, as approved by the Regional Transit Board of Directors in December 2003, is recognized by this Plan.

This is consistent with the City and County General Plans.

Operational Impacts. The operation of the DNA project would require that 1.8-acres of parkland air space be dedicated as permanent transit right-of-way (Impact PARK-2). All of the underlying area would be available for public use with the exception of the space required for the bridge piers, which is approximately 0.005-acre. The bridge would not present a barrier to pedestrians, hikers, bicyclists, or boaters. The acquisition of 1.8 acres of air space for a transit right-of-way through the American River parkway is likely to be considered a conversion of property by the National Park Service and subject to mitigation under the requirements of Section 6(f). This is a potentially significant impact. Mitigation is accomplished by the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

Additionally, park users would be permanently and directly affected by a visual impact and a new source of noise related to the operation of the trains passing over the American River Parkway (see Section 4.13, Noise and Vibration, and Section 4.11, Visual and Aesthetic Resources). These are direct impacts that may contribute to Section 4(f) impacts.

Indirect operational effects on the American River Parkway would include possible changes to or loss of vegetation due to the shading caused by the American River Crossing (see Section 4.14, Biological Resources).

South Natomas Community Center

As shown on Figure 4.9-3, the proposed station at the South Natomas Community Center may impact 0.05-acre of landscaping at the community center and 0.05-acre of landscaping from six residences along Truxel Road (Impact PARK-3). This is a potentially significant impact. Additionally, the DNA project would traverse the eastern boundary of the community center in South Natomas, resulting in direct construction impacts such as noise, dust, and other inconveniences. The most notable impact is anticipated to be reduced access to the

community center during construction (see Section 4.4, Community Impacts, for additional information).

Once in operation, the DNA project would provide service for low-income, minority, transit-dependent, and general populations to the community center. This is expected to increase the use of the community center.

High School Park Site, North Natomas Regional Park, and 8A Park Site

The DNA project passes adjacent to the High School park site, North Natomas Regional Park, and the 8-A park site (Site No. 96) within the existing IOD alignment. Therefore, these parks may be impacted by implementation of the DNA project (Impacts PARK-4, PARK-5, and PARK-6, respectively).

Impacts to the High School park site would be limited to the traffic congestion, noise, and dust related to construction (Impact PARK-4). No property would be acquired because the alignment follows existing public IOD. The DNA project would provide access to the school grounds for students and transit-dependent populations. This is a less-than-significant impact. Because the future North Natomas Regional Park is being planned to include transit access within a dedicated IOD, the DNA project would be integrated to provide beneficial transit service to both transit-dependent populations and the general public without property acquisitions or other negative impacts. Most likely the park would be in place before this section of the DNA project is fully constructed, so temporary construction effects such as traffic congestion, noise, and dust are anticipated (Impact PARK-5). This is a less-than-significant impact.

Similar to the North Natomas Regional Park, the 6-acre 8-A park site is in the planning stages and is anticipated to be accessible with public transit in the future. The park is located directly west of the North Natomas Regional Park and immediately north of and adjacent to the DNA alignment. Implementation of the DNA project would not require acquisition of park property but could result in the temporary construction effects discussed above (Impact PARK-6). This is a less-than-significant impact.

Mitigation Measures

Mitigation will be required for the approximately 10-acres of construction impacts associated with the American River Crossing and the 1.8-acres of permanent impacts associated with LRT infrastructure in the American River Parkway, and the 0.05-acre property acquisition required for Park-and-Ride facilities in South Natomas. Mitigation Measures MPARK-1, MPARK-2, and MPARK-3 for the direct and indirect impacts to Discovery Park and the American River Parkway are described below. RT intends these mitigation measures to be the basis for consultation with the Federal Transit Administration, National Park Service, and other state and local agencies.

Design Phase

- Sponsor public design workshops with affected stakeholders and interested members of the public during Preliminary Engineering to encourage context-sensitive bridge and transit station area design;

- Refine the alignment during Preliminary Engineering with the goal of minimizing impacts on sensitive areas and limiting allowable construction easements;
- Coordinate with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Game to identify and provide protection of important habitats; and
- Develop a Master Planting Plan to minimize the visual impacts of the project.

Temporary/Construction Phase

- In coordination with Sacramento County Department of Regional Parks, Recreation, and Open Space personnel, prepare a plan defining public safety measures to be implemented during project construction activities within Discovery Park. The plan should include, at a minimum, the following provisions or should provide measures that would accomplish the objectives of the following provisions:
 - Secure project construction sites (e.g., installing security fencing surrounding the staging area, jacking pit areas and open trenches) to prohibit public access at the end of each workday;
 - Provide security personnel to prohibit public access to the construction areas within the park when the park is open to the public;
 - Provide security lighting at staging areas, open trenches, and other excavations during non-daylight hours;
 - Store all fuels, chemicals, solvents, or other fluids used during project construction within the secured construction areas;
 - Contain and properly dispose of any spilled materials; prohibit public access to areas contaminated by spilled materials that may pose a potential health hazard;
 - Post warning signs in suitable locations within the park, at the staging area, and at the jacking pit areas to alert park users;
 - Install public information sign(s) at suitable locations describing the project and its purpose, upcoming project construction activities, and the expected duration of construction activities; and
 - Distribute a public information sheet that describes the project and construction activities to all park users as they enter the park from Garden Highway.
- In coordination with Sacramento County Department of Regional Parks, Recreation, and Open Space personnel, prepare a traffic and access management plan that includes the following provisions:
 - Provide at least one open lane for traffic passing through the construction sites or provide a posted detour route around the project construction site;

- Provide personnel to direct traffic along the park roadways that are used jointly by construction crews and the public, along open roadways adjacent to the jacking pit areas, and at the staging area;
 - Implement traffic protocols and travel routes for all project construction trucks, vehicles, and equipment, including measures for ingress, egress, turning, and back-up movements;
 - Limit construction-related travel through the park to a minimum number of designated park roadways;
 - Post signs along the designated park roadways indicating their use as construction routes;
 - Maintain public access to Discovery Park from Garden Highway, consistent with current park policies;
 - Post construction vehicle speed limit signs on roadways at suitable locations within the park;
 - Maintain temporary access for bicycle and pedestrian trails throughout the duration of construction; and
 - Mitigation involving warning signs and lighting of excavations would have a temporary visual impact.
- Implement best management practices during construction to control erosion (refer to Section 4.18, Water Resources), protect cultural resources (refer to Section 4.8, Cultural Resources), minimize visual degradation (refer to Section 4.11, Visual and Aesthetic Resources), and assure prompt revegetation (refer to Section 4.14, Biological Resources).

Long-Term Operations

- Mitigation for the 1.8-acres of permanent impacts associated with light rail infrastructure in the American River Parkway (Mitigation Measure MPARK-2) and the 0.05-acre property acquisition required for Park-and-Ride facilities in South Natomas (Mitigation Measure MPARK-3) shall include replacing the recreation property with property of equal or greater value and usefulness. Possible mitigation options for property of equal or greater value and usefulness have been discussed at meetings with County and State Parks staff on October 18, 2006, November 29, 2006, October 17, 2007, and November 27, 2007. Possible options included the Urrutia property; recreational improvements on new property nearby; or nearby recreational improvements, but not new property elsewhere. County and State Parks staff agreed that the Urrutia property was the most desirable mitigation option. RT will obtain National Park Service approval of the replacement recreational property. Additional mitigation acreage may be necessary to ensure that the land acquired provides reasonably equivalent usefulness and location if it is determined that either 1.8 acres or 0.05 acres, as applicable, of any proposed replacement property will not provide equivalent usefulness for public recreation.

Implementation of these mitigation measures is expected to reduce Impacts PARK-1, PARK-2, and PARK-3 to a less-than-significant level.