

**Item 5.1: Dry Creek Greenway East Trail Project - Draft Environmental Impact Report (EIR)**

**Staff** Michael Dour, Alternative Transportation Manager

### **Recommendation**

Staff recommends that the Transportation Commission:

1. Accept the Staff Report on the Dry Creek Greenway East Trail Project Draft EIR;
2. Accept Public Comment on the Dry Creek Greenway East Trail Project Draft EIR; and
3. Provide comments on the Dry Creek Greenway East Trail Project Draft EIR.

### **Staff Report Contents**

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### **Meeting Purpose and Role of the Transportation Commission**

Prior to taking action to approve a project, the City of Roseville is required as lead agency under the California Environmental Quality Act (CEQA) to prepare, review and certify or adopt an environmental document. For the Dry Creek Greenway East Trail Project, a Draft Environmental Impact Report (EIR) has been prepared pursuant to CEQA. That document is now available for public review and comment. The public review period for the Draft EIR closes on Tuesday May 29, 2018 at 5:00 p.m.

Pursuant to the CEQA Guidelines, a public meeting may be held to solicit public comments on the Draft EIR. As the advisory body to the City Council on transportation projects, the Transportation Commission is tasked with accepting and considering public comments on the Draft EIR. The Transportation Commission may also make its own comments on the Draft EIR. Comments received at the Transportation Commission meeting or received in writing during the 45-day review period of the Draft EIR shall be included in a Final EIR (FEIR).

As the advisory body to the City Council on transportation projects, the Transportation Commission is also tasked with making a project recommendation to the City Council. Upon completion of the Final EIR, a second Transportation Commission meeting will be scheduled to forward a project recommendation to the City Council. Staff will provide the Transportation Commission with a recommendation on the project and the merits of the alignment options (discussed later in this report) at this second meeting (see page 7 of this report for information about the scheduling of this future meeting).

### **Project Background and Public Participation**

The Dry Creek Greenway East Trail Project is a proposed paved trail along Dry, Cirby & Linda Creeks from Darling Way/Riverside Avenue to the City limits at S. Cirby Way/Old Auburn Road (see Figure 1).

**Figure 1 – Study Area Map**



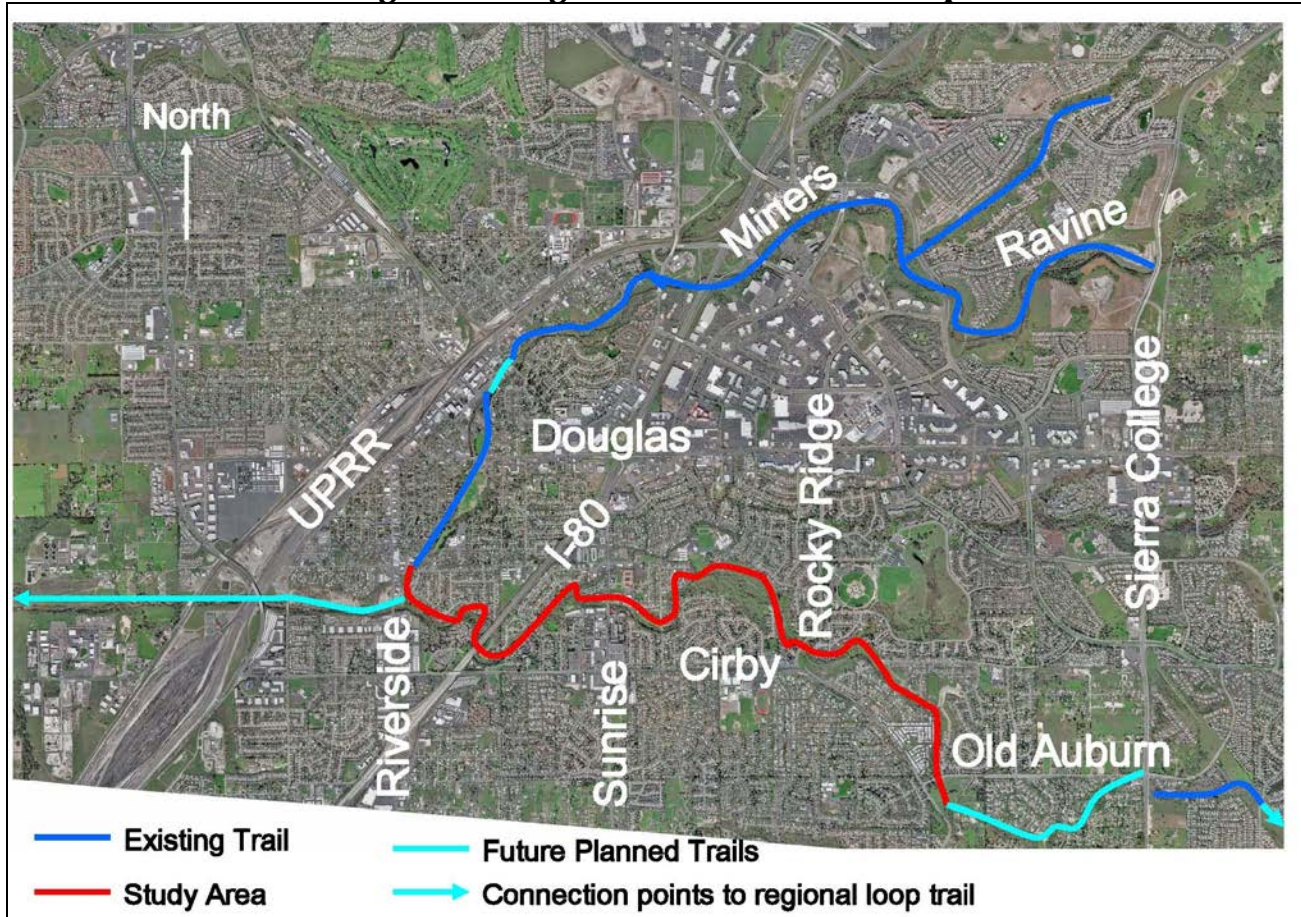
The Dry Creek Greenway East Trail is identified as a proposed Class I bikeway in the City of Roseville General Plan. The project is also identified as a priority project in the Bicycle Master Plan (adopted in 1994 and most recently updated in 2008) because: 1) It would provide a safe, comfortable, convenient and highly connected bike route in an area of the City that is otherwise underserved by bicycle facilities; 2) it would connect schools and businesses to residential neighborhoods, and; 3) it provides regional connections as part of a planned loop trail around the greater South Placer/ Sacramento area. The study area's relation to other trails is shown in Figure 2.

**Planning and Feasibility Study (Phase 1)** – In 2008, the City initiated the Dry Creek Greenway Trail Planning & Feasibility Study for the segment of trail from Darling/Riverside to Old Auburn/S. Cirby Way. The purpose of the study was to document the existing conditions, opportunities and constraints, evaluate design and alignment options, identify a locally preferred alternative for trail routing, and obtain initial cost estimates.

The City used a community based planning approach with an emphasis on public outreach. The public outreach efforts included:

- Mass mailing to over 900 property owners along the open space corridor
- An online public opinion survey

**Figure 2 – Regional Trails Overview Map**



- Two public open houses
- Six Stakeholder Representatives Group meetings
- Field walks with interested groups and persons, including the Stakeholder Representatives Group and neighborhood associations
- Attendance at neighborhood meetings
- Transportation Commission and Parks and Recreation Commission meetings

The study identified a preferred alignment for the majority of the 4.25-mile long study area. The two areas where a preferred alignment was not identified were:

- Segment 1 – Hillcrest Area - Darling Way to Riverside Avenue then ¼-mile west along Cirby Creek
- Segment 5 – Sunrise Area – West and east of Sunrise Avenue.

In 2010 the City Council accepted the DCG Planning & Feasibility Study and directed staff to initiate a second phase of feasibility analysis and environmental review for the project.

**Planning and Feasibility Study (Phase 2)** – In 2012, the City initiated a second phase of feasibility analysis for the project. The purpose of updating the feasibility analysis was to further evaluate the

optional trail alignments for the Segment 1 Hillcrest and Segment 5 Sunrise Areas, and to conduct initial technical studies including a preliminary hydraulic model to confirm feasibility of the full length of the trail. The City continued the community based planning approach with outreach efforts that included:

- 4 additional Stakeholder Representative Group Meetings
- Attendance at neighborhood association meetings
- An additional public open house

The hydraulic analysis and other technical studies confirmed that the proposed project is feasible, including each of the proposed options in the Hillcrest and Sunrise areas. The Updated Feasibility Study provided some important insights into the tradeoffs for each of the Hillcrest and Sunrise options. However, a decision on which option to use in each of these area was not reached. As a result, the Draft Environmental Impact Report (EIR) fully evaluates each of the Segment 1 Hillcrest and Segment 5 Sunrise Area options, with the intention that the City Council may choose either option within these areas. See the Project Description discussion below for further information on the process for selection of an alignment through the Segment 1 Hillcrest and Segment 5 Sunrise areas.

### **Environmental Review**

In accordance with the California Environmental Quality Act (CEQA), a Draft Environmental Impact Report (EIR) has been prepared for the Dry Creek Greenway East Trail Project. The purpose of the Draft EIR is to:

- Evaluate the physical environmental effects of the proposed project
- Identify feasible mitigation for significant impacts
- Evaluate a reasonable range of alternatives, including a No-Project Alternative
- Assess cumulative and growth-inducing impacts
- Provide for public and agency participation in the decision-making process

Notice of the availability of the Draft EIR has been provided to the public in the following ways:

- Direct mailing to all property owners within 300 feet of the trail
- Legal notification in the Roseville Press-Tribune
- Email notification to the project list of interested persons
- City of Roseville Trail Alerts Email List
- City of Roseville Website
- City of Roseville Social Media (Facebook, Twitter, NextDoor)
- Copies of the Draft EIR were made available at the Permit Center, the Maidu Library and the Downtown Library

**Project Description** – Chapter 3 of the Draft EIR contains a detailed description of the project. This chapter includes

- Section 3.1 - Introduction and Project Description (including a detailed description of and exhibits for the proposed trail alignment and design elements)
- Section 3.2 – Alignment Options
- Section 3.3 – Required City Actions
- Section 3.4 – Other Permits and Approvals

It should be noted that the “Proposed Trail Alignment” identified within Section 3.1 includes an alignment for the Segment 1 Hillcrest and Segment 5 Sunrise Areas. However, as noted above, the

City Council has not made a decision on which option to use in each of these areas. As a result, Section 3.2 identifies “Alignment Options” for Segments 1 and 5, including a detailed description of and exhibits for each alignment option. The Draft EIR presents project-level CEQA analysis of both the proposed trail alignment and the alignment options.

City staff has not yet prepared a recommendation for the Segment 1 Hillcrest and Segment 5 Sunrise alignment. Upon preparation of the Final EIR, City staff will present an alignment recommendation for each of these segments to the Transportation Commission at a follow-up meeting. The Transportation Commission would review the staff analysis, the Final EIR and any public comments presented at the meeting and then forward a recommendation on the alignments for Segments 1 and 5 to the City Council. The City Council would have the decision-making authority to select a final alignment for Segments 1 and 5. See page 7 of this report for information about the scheduling of these future meetings.

**Notice of Preparation (NOP)** - The City initiated the EIR process for the project by releasing a NOP for a 30-day review period from November 18 – December 19, 2013. The review period included a public scoping meeting on December 3, 2013 at the Maidu Community Center. The City received 15 comment letters during the NOP review period as identified in section 1.2.1 of the Draft EIR.

**Draft EIR Technical Topics** - In consideration of the NOP comments, the Draft EIR analyzes project-related impacts to the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation
- Utilities

**Draft EIR Analysis and Findings** –Section 4 of the Draft EIR includes a detailed analysis of the above-noted resource topics. The analysis was prepared by resource area experts at Ascent Environmental and is supported by technical studies related to air quality and greenhouse gas emissions modeling, biological and cultural resource record searches, and fluvial (hydrologic) modeling.

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis finds that there are ***no impact*** or ***less-than-significant impacts*** to the following resources areas:

- Aesthetics
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hydrology and Water Quality
- Land Use and Planning
- Public Services
- Recreation
- Utilities

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR analysis also finds that there is a potentially significant impact to the following resource areas, but that the impacts for these resource areas would be reduced to a ***less-than-significant level with mitigation***:

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Transportation and Circulation

Table 2-1 includes a list of all of the proposed mitigation measures.

For the proposed project and the Segment 1 and Segment 5 options, the Draft EIR also finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-related noise impact for the proposed project and all of the alignment options. For the Segment 5 options, the Draft EIR finds that, even with implementation of the feasible mitigation measures, there would be a significant unavoidable short-term construction-generated ground vibration impact for Alignment Option 5A.

Although all of the impact findings are the same between the proposed project and alignment options for Segments 1 and Segment 5, there are variations between the levels of impact that are discussed in each issue area and these variations are summarized in Table 6-1.

**Other Considerations** - The State CEQA Guidelines (Section 15130) requires that an EIR discuss cumulative impacts of a project and determine whether the project's incremental effect is "cumulatively considerable. *Potential Cumulative Impacts* are analyzed in Chapter 5, Section 5.1. Table 5.1 lists the technical areas discussed and Section 5.1.2 includes the impact analysis. With one exception, the analysis concludes that cumulative impacts would be less than significant for the proposed project and Options 1A, 1C, and 5A. The only exception is for cumulative short-term construction related noise which was found to be significant and unavoidable at both "project level" and "cumulative conditions." Chapter 5 also includes an analysis of potential Growth-inducing Impacts (Section 5.2), which were found to be less than significant, and provides a summary of the project's Significant Environmental Impacts (Section 5.3).

**Alternatives Analysis** – CEQA requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." For this project, the Segment 1 Options 1A and 1C and Segment 5 Option 5A are analyzed at an equal level in each technical chapter and are also discussed in Chapter 6, Alternatives. In addition, Chapter 6 includes a discussion of the No Project Alternative.

### **Next Steps**

The public review period for the Draft EIR closes on Tuesday May 29 at 5:00 p.m. The public may provide oral testimony to the Transportation Commission at tonight's meeting. The public is also encouraged to provide written comments on the EIR by 5:00 p.m. on May 29, 2018. Comments may be submitted to:

City of Roseville  
Attn: Mark Morse  
311 Vernon Street  
Roseville, CA 95678  
Email: [mmorse@roseville.ca.us](mailto:mmorse@roseville.ca.us)

Submittal information is available online at [www.Roseville.ca.us/DryCreek](http://www.Roseville.ca.us/DryCreek).

Upon close of the public review period, the project team will compile all of the public and Transportation Commission comments and forward them to Ascent Environmental. Ascent and City staff will prepare responses to all comments addressing the adequacy of the draft EIR. The responses to comments and any needed changes to the Draft EIR will be incorporated into a Final EIR.

The Final EIR will be forwarded to the Transportation Commission and considered as they make a recommendation on the project to the City Council, including a recommendation for the alignment options for Segments 1 and 5.

The Transportation Commission recommendation and the Final EIR will be forwarded to the City Council for their consideration as they consider certifying the Final EIR and making a final decision on the project.

The City is also required to prepare findings of fact indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce significant effects identified in the EIR, and a “Statement of Overriding Considerations” for approval by the City Council for impacts identified as significant and unavoidable. The City may approve the project if it determines that specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects. Ascent Environmental and City staff will prepare a “Statement of Overriding Considerations” for review and approval by the City Council that discusses the specific reasons for approving the project, based on information in the EIR and other information in the record

Dates have not yet been set for the future Transportation Commission and City Council meetings. Persons interested in receiving notification of the follow-up meetings should submit their contact information to the Alternative Transportation offices at [transportation@roseville.ca.us](mailto:transportation@roseville.ca.us).

If the City Council accepts the project and directs staff to move forward, the next steps would include:

- Final Design
- Environmental Permitting
- Right-of-way Acquisition
- Obtain Grant Funding
- Phased Trail Construction

If the project is approved by the City Council, at the earliest, phased trail construction would begin in 2021.

## **Attachments**

1. Draft EIR for the Dry Creek Greenway East Trail Project
2. Public Comments Received to Date