



PUBLIC WORKS - ALTERNATIVE TRANSPORTATION

401 Vernon Street, Roseville, CA 95678 (916) 746-1304

NOTICE OF PREPARATION

Date: November 18, 2013

To: State Clearinghouse
Responsible Agencies
Trustee Agencies
Interested Parties

Subject: Notice of Preparation of an Environmental Impact Report for the proposed Dry Creek Greenway Multi-Use Trail and a Notice of Public Scoping Meeting

Project Title/File Number: Dry Creek Greenway Multi-Use Trail

NOP Comment Period: Written comments are due to the City's Public Works Department no later than December 19, 2013 by 5:00 p.m.

Public Scoping Meeting: In accordance with Public Resources Code Section 21083.9, notice is hereby given that the City of Roseville will conduct a public scoping meeting on **December 3, 2013 starting at 6 p.m., Maidu Community Center**, 1550 Maidu Drive, Roseville, CA 95661

Project Location: The proposed multi-use trail would extend along Dry, Cirby, and Linda Creeks from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way for 4.25 miles eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection.

Lead Agency and Contact Person: City of Roseville Public Works - Alternative Transportation
Mike Dour, Alternative Transportation Analyst - Bikeways
401 Vernon Street
Roseville, CA 95678
Phone: (916) 746-1304
Fax: (916) 746-1333
Email: mdour@roseville.ca.us
Website: www.roseville.ca.us/pw

1 INTRODUCTION

This Notice of Preparation (NOP) has been issued to notify interested parties that an Environmental Impact Report (EIR) will be prepared, and to solicit feedback on the scope and content of the analysis in the EIR. The City of Roseville (City) will be the lead agency and will prepare an EIR for the Dry Creek Greenway Multi-Use Trail (referred to herein as the “proposed project” or “proposed trail”), which includes the project approvals listed in Section 4 of this NOP. The proposed project is also subject to compliance with the National Environmental Policy Act (NEPA). Caltrans, through a delegation agreement with the Federal Highway Administration, will be the NEPA lead agency. The proposed project description and vicinity and location maps are provided in this NOP.

NOP Comment Period: Due to the time limits mandated by state law, your response to this NOP must be sent at the earliest possible date and submitted to the City, but not later than 30 calendar days after November 18, 2013 (the date this notice was first posted). Please submit comments to the City of Roseville no later than 5 p.m. on December 19, 2013. Please provide written comments to:

Mike Dour, Alternative Transportation Analyst - Bikeways
Public Works - Alternative Transportation
City of Roseville
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Roseville, CA 95678
Phone: (916) 746-1304
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Email: mdour@roseville.ca.us

Public Scoping Meeting: A Public Scoping Meeting regarding the proposed project will be held on December 3, 2013 to receive comments from interested parties regarding the issues that should be addressed in the EIR. The time and location of the Public Scoping Meeting is provided on the first page of this NOP.

2 REGULATORY BACKGROUND

This NOP provides notification that an EIR will be prepared for the proposed project. This NOP has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Division 13 Section (§) 21000 et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations §15000 et seq. According to CEQA Guidelines §15064, an EIR must be prepared if there is substantial evidence in light of the whole record that the proposed project may have a significant effect on the environment.

This NOP describes the proposed project in Section 3, and describes the requested project approvals in Section 4. The list of potential and probable environmental effects of the proposed project and the proposed scope of analysis for the EIR is identified in Section 5, and Section 6 discusses the project alternatives analysis. Section 7 discusses the cumulative impacts analysis, and Section 8 references previous studies and reports used in this analysis.

3 PROJECT DESCRIPTION

The Dry Creek Greenway Multi-Use Trail Project (proposed project or proposed trail) is a proposed 4.25 mile paved multi-use trail in the City of Roseville (City) (see Exhibit 1, Project Vicinity). The proposed project would be a shared-use trail for pedestrians, bicyclists and other non-motorized vehicle users that would connect neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City.

3.2 PROJECT LOCATION AND SETTING

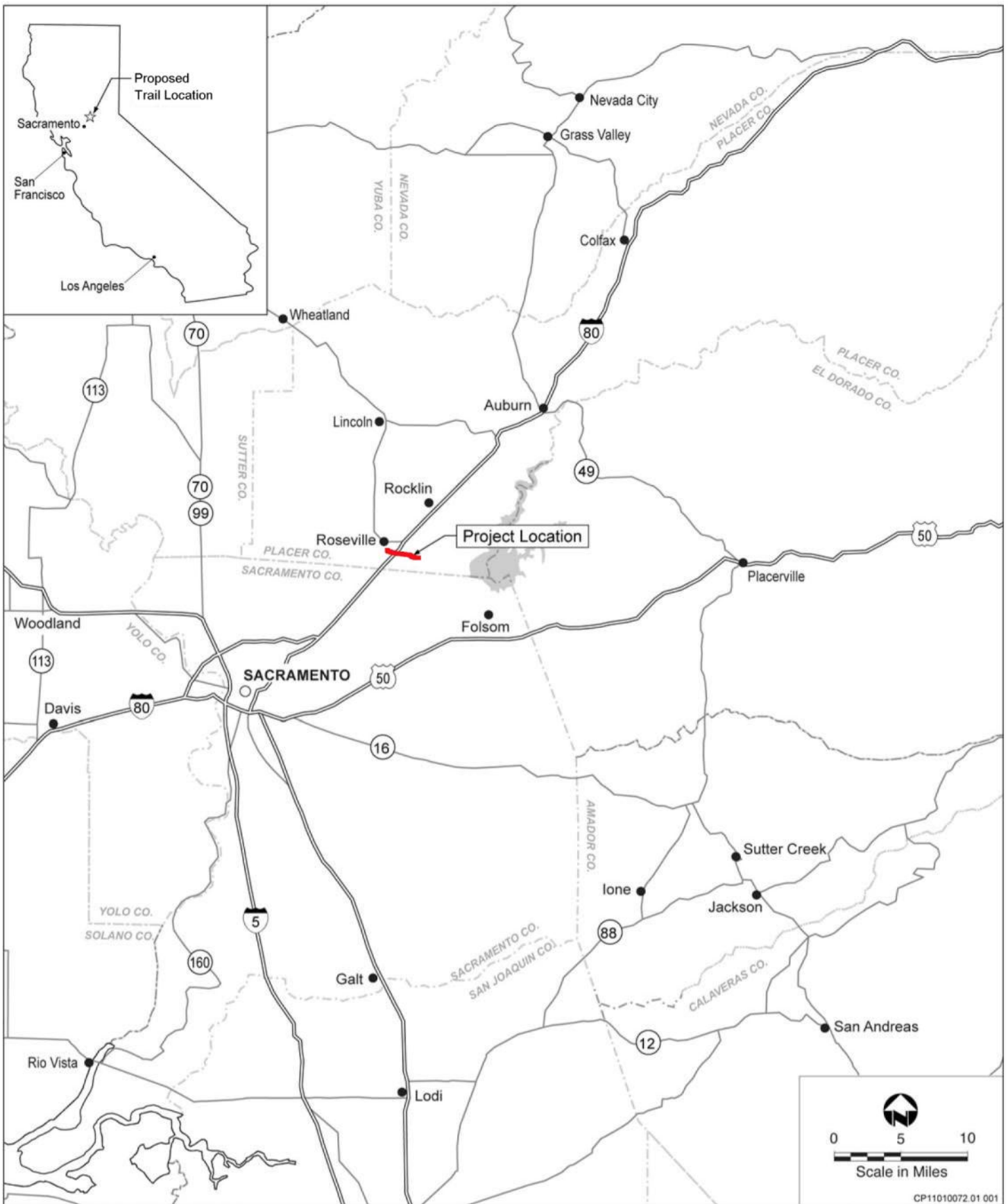
The proposed 4.25 mile multi-use trail would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection (see Exhibit 2, Project Location). The trail would follow creek corridors along portions of Dry, Cirby, and Linda Creeks. These corridors currently contain segments of existing unimproved natural surface paths and paved multi-use trails, some of which do not meet current City design standards. Much of the corridor has been used historically for recreation, infrastructure maintenance access and transportation, and today it continues to be used for these purposes along both improved and unimproved segments.

EXISTING CONDITIONS

The proposed project would be located primarily within City-owned property zoned Open Space with Floodway or Floodway Fringe Overlays. Small segments of the trail would also be located on property zoned for residential, commercial, and parks and recreation use with the Floodway or Floodway Fringe Overlays, with some affected properties being privately owned. Trail development is a permitted use in all of these zone districts.

The proposed project would run through the creek corridors of developed neighborhoods and business districts in the City of Roseville. With the exception of a few scattered parcels, the properties surrounding the creek corridors are fully developed. The properties adjacent to the proposed trail corridor include a mix of residential, commercial, parks, open space and public/quasi-public uses. Flood control improvements, including floodwalls, berms, bypass channel, and bypass culverts are located along the length of the proposed project from Interstate 80 (I-80), easterly to Old Auburn Road. Commercially-zoned properties are concentrated along Sunrise Avenue to the north and south of the project site along Linda Creek. Commercial areas are also found near the western part of the proposed trail along Riverside Avenue between Darling and Cirby Ways.

Within the trail corridor, biological resources habitat quality ranges from disturbed, low quality land to high quality undisturbed habitat. Annual grassland occurs in open, cleared, or disturbed areas along the proposed trail and forms the understory of mixed riparian and valley oak woodland communities. The vegetation along the stream banks, bottoms, and adjacent floodplains varies throughout the trail corridor and depends on local hydrologic and soil conditions. Central Valley fall-run Chinook salmon have been previously documented in all three creeks; the creeks provide migration and spawning habitat for adult and rearing habitat for juvenile Chinook salmon. In addition to its natural qualities, the habitat offers passive recreation and interpretive opportunities.



Source: Data adapted by Ascent Environmental in 2013

Exhibit 1

Project Vicinity



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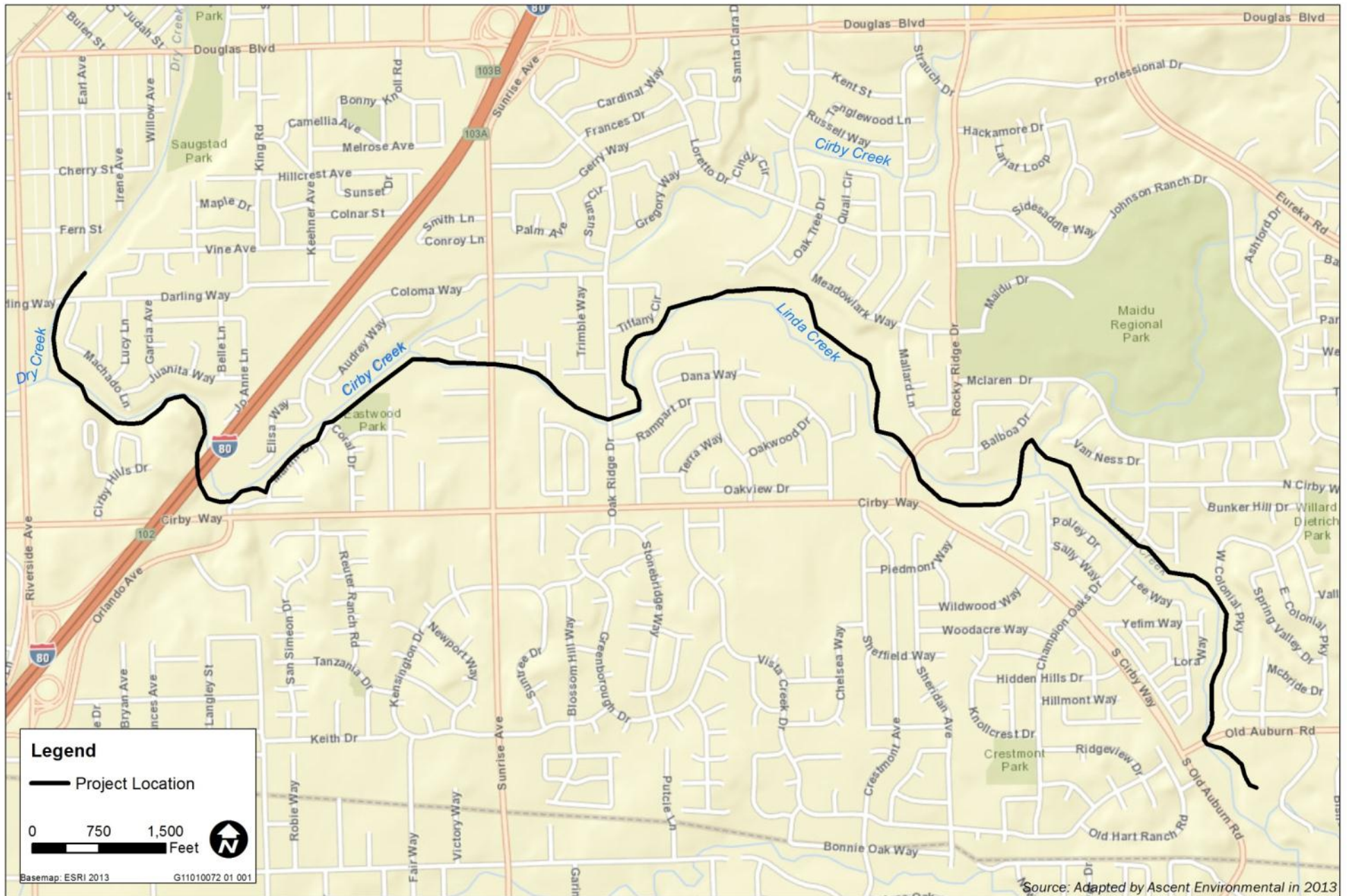


Exhibit 2

Project Location



PARKS AND NEIGHBORHOODS

The proposed trail would be located in close proximity to several parks, including Maidu Regional Park, Eastwood Park and Willard Dietrich Park as shown on Exhibit 2. An existing multi-use trail along the east side of Rocky Ridge Drive as well as on-street bike lanes on Rocky Ridge Drive currently provide connections from the proposed trail to Maidu Regional Park.

The City of Roseville is organized into neighborhood associations. The purpose of the neighborhood associations is to improve the social, physical, and economic health in the Roseville community by sharing information, facilitating training and education, providing resources, and encouraging communication and participation among neighbors, neighborhoods, government, businesses and other participants. There are currently 39 neighborhood association areas. The proposed Dry Creek Greenway Multi-Use Trail would be aligned through, or adjacent to the Cherry Glen, Cirby Side, Cresthaven, Hillcrest, Maidu, Meadow Oaks, Sierra Gardens, and South Cirby neighborhood associations.

BIKEWAY AND TRANSIT CONNECTIONS

Enhancing connectivity is an integral part of planning a successful multi-use trail system. Connections to other multi-use trails, on-street bikeways, neighborhoods, business districts and transit increase trail access and promote trail use. The proposed project has a number of opportunities for connections to the community and existing and proposed transportation facilities.

Access to the trail for all users would be a key element of its success. Accessibility guidelines for trails (as defined in the Design Standards and the ADA standards of the Advanced Notice of Proposed Rulemaking for Shared Use Paths) would be met where feasible. Neighborhood access would be achieved from local streets crossing the trail. Each street crossing would be identified and directional signs would be placed at street intersections identifying destinations and distances along the trail and within the surrounding community.

Trailheads (parking areas with a formal trail entrance) would serve all trail users. They would provide information about the trail (e.g., maps) and may have trail user facilities like restrooms, trash receptacles, information kiosks, water fountains, and benches. The proposed project would include a trailhead with accompanying parking lot at the western end of the trail, off Riverside Avenue. The parking lot would include approximately 35 parking spaces.

3.3 PROJECT BACKGROUND

The City's 2008 Bicycle Master Plan (BMP) includes a plan for development of over 28 miles of Class I trails in Roseville, including the Dry Creek Greenway Multi-Use Trail. The proposed project is identified as a priority project in the BMP because of its potential to provide a safe, comfortable, and convenient bicycle route in an area of the City with limited existing options for bicyclists.

The City prepared the Dry Creek Greenway Planning and Feasibility Study in 2009. The study outlined the existing conditions, opportunities and constraints, alignment options, evaluation criteria, and a recommended alignment for a paved trail from Riverside Avenue and Darling Way to the City limits just south of Old Auburn Road. The study also included design treatment options, cost estimates, and a phasing plan. The City Council accepted the study in 2010. The study was updated in 2013 to provide further information regarding alternative trail alignments.

During preparation of the original and updated feasibility study, the City used a community-based planning approach with an emphasis on public outreach. The public outreach efforts included establishment of a

Stakeholder Representative Group (SRG) that represented a broad array of community interests. The SRG met 10 times between 2008 and 2013. The public outreach efforts also included three community meetings, an online survey and numerous neighborhood meetings. The community input received during this process informed the proposed project's design and alignment. This input also informed several of the alternatives to the proposed project.

3.4 PURPOSE AND NEED

The proposed project would serve as an alternative for pedestrian and bicyclists to using busy City streets, as well as an important recreational amenity for residents and would ultimately provide an important regional connection for the greater South Placer/Sacramento area. Because there are currently limited options in the project vicinity for safe, comfortable, and convenient bicycle travel, the City has identified the need for development of additional separated bicycle paths. The BMP identifies Class I off-street bike paths as preferred by Roseville residents because of their scenic beauty and their limited motorist interaction and crossing flows. They are most often used for recreational purposes, but they are also important for commuters where they allow bicyclists to avoid high traffic volume areas, such as highway interchanges or major arterial streets.

The proposed trail would also serve as a paved, all-weather access for City maintenance crews. This would provide access to the City's sewer, water, and drainage outfalls that follow the creeks. In addition, the trail and its access points would provide creek maintenance crews with access to remove blockages within the stream channel and improve conveyance of stormwater. The trail would also provide access for emergency service responders.

During development of the 2009 Dry Creek Greenway Planning and Feasibility Study, the following Purpose and Need Statement was drafted by the Stakeholder Representative Group and accepted by the City Council:

“The Dry Creek Greenway multi-use trail is envisioned as a paved, off-street trail along Dry, Cirby, and Linda Creeks that will provide residents a place for bicycling, walking, running, and dog-walking, for fun, education, recreation, health, and transportation.

The Dry Creek Greenway trail is a vital component of the City of Roseville Bikeway and Trail system because it will provide a safe, comfortable, convenient, and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities. The Dry Creek Greenway trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as it is part of a series of existing and planned paths that will form a loop around the greater South Placer/Sacramento area.”

3.5 PROJECT DESIGN ELEMENTS

STANDARD DESIGN AND CROSS SECTION

The proposed project would be a paved, multi-use trail would that conforms to the City of Roseville Design Standards (Section 13 Bikeways) and other provisions of the City of Roseville Construction Standards. A typical cross-section for the proposed trail would consist of a 10-foot wide paved trail with two-foot shoulders on each side (one composed of decomposed granite and one of aggregate base), for a total width of 14 feet. The trail may also include drainage swales on one or both shoulders, as needed. The proposed trail may be narrowed to an eight-foot wide paved section with one- or two-foot wide shoulders for access spurs and in “pinch-point” locations that have severe physical or environmental constraints. The narrower cross section would still support safe, two-way travel, but would limit physical disturbance where design constraints prevent implementation of the standard cross-section. The proposed trail may also be widened in areas where additional shoulder or trail

width is desired to enhance user comfort and safety. In these instances, the shoulder width may be increased to between 5 and 10 feet on one side of the trail.

The profile of the trail has been set to minimize impacts to the floodplain/floodway and minimize impacts to private property and the environment. The profile closely follows the existing topography where feasible to reduce the trail footprint. The profile is in conformance with the City of Roseville's Design Standards (Section 13 Bikeways). The maximum grades are generally five percent; although in some locations where physical constraints exist, on approaches to bridges and at undercrossing locations, the grades are increased to eight percent. Per the Design/Construction standards, the desired vertical clearance at undercrossings is 12 feet to allow for passage of fire vehicle access. In constrained areas or where fire vehicle access is not needed, the minimum vertical clearance at undercrossings is 9 feet, unless otherwise approved by the Public Works Director.

The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the Roseville Fire Department. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other trails.

ROADWAY UNDERCROSSINGS AND BRIDGE CROSSINGS

The proposed project includes undercrossings of the following roadways:

- Darling Way, east of Riverside Avenue,
- Interstate-80, north of Cirby Way
- Sunrise Avenue, south of Coloma Way
- Rocky Ridge Drive, north of Cirby Way
- Old Auburn Road, north of South Cirby Way

With one exception, all of the roadway undercrossings would be under bridge structures where the roads cross over creeks. The exception would be Rocky Ridge Drive, which uses a series of box culverts to allow passage of Linda Creek flows. The roadway undercrossing at Rocky Ridge Drive is anticipated to utilize one of the existing box culverts, with culvert improvements designed to accommodate trail use.

Implementation of the proposed project would include the construction or modification of up to nine bridges to provide creek crossings throughout the alignment. With the exception of one, all new bridges are proposed to be pre-fabricated steel truss bridges supported on abutments located outside the floodway. The pre-fabricated steel bridge structures are proposed to be a weathered steel finish to blend into the natural environment.

RETAINING WALLS

In general, the proposed trail alignments would be located within the floodplain and would be designed to minimize earthwork and impacts to the water surface elevation. Where required by existing topography and other constraints, retaining walls would be installed at several locations along the proposed alignment. The proposed wall types would include gravity walls (reinforced concrete) and anchored walls (soil nail and tie back walls).

Where the alignment passes under existing bridge structures, tie-back retaining walls would be constructed. This would avoid impacts to the existing bridge abutments and maintain the integrity of the existing structure. Concrete cut-off walls would be proposed on steep cross slopes and where the trail alignment is adjacent to the creek to avoid the potential for undermining of the trail. Depending on the type of wall and location of these walls, an architectural facing may be applied to the walls to improve the aesthetic quality of the walls and allow them to blend more naturally into the surrounding environment.

UTILITY RELOCATION OR MODIFICATION

There are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. An existing sewer trunk line runs along the creek corridor. Where the proposed trail alignment crosses or parallels the sewer line, adjustments to the grade of the trail or manholes may be needed, or the trail alignment would be shifted slightly to avoid the manholes. Other facilities including water, telecommunications and gas lines may also require relocation and/or adjustments of valves and manholes to grade.

Existing gas and water lines at the Darling Way Bridge and Sunrise Avenue Bridge would also need to be relocated. If the Darling Way Bridge is widened, the existing six-inch gas line attached to the north side of the bridge would be relocated onto the north side of the widened bridge, and the existing 12-inch water line supported on the south side of the bridge would be raised to provide better clearance for the trail users.

LANDSCAPING

The project may include landscaping where needed or desired to create a physical and visual separation between the trail and adjacent properties. Vegetative buffers would be multi-purpose, creating a natural privacy screen, providing habitat for some of the wildlife that live in the creek corridor (e.g., birds, small mammals), and stabilizing the creek bank.

SIGNS

Signs for the Dry Creek Greenway Multi-Use Trail would include both regulatory and wayfinding signs. Trail etiquette and other information would be available at trailheads. Interpretive signs may be located at selected locations throughout the trail corridor.

CONSTRUCTION STAGING AREAS

The proposed project would include construction staging areas where equipment would be temporarily stored during project construction. At the western end of the trail, a staging area would be located on the east side of Riverside Avenue, south of Darling Way, immediately north of Dry Creek. This area is currently a vacant lot and would ultimately be converted to a trailhead.

Additional potential staging areas being considered on existing City-owned parcels include: an area east of Rocky Ridge Drive, north of Linda Creek; an area between Cirby Way and Marlin Drive; an area west of North Cirby Way, north of Linda Creek; an area west of Champion Oaks Drive, north of Linda Creek; an area west of Colonial Parkway on an north of Linda Creek; and an area south of Old Auburn Road east of Linda Creek.

PROJECT PHASING

A phasing plan would be developed for this project to provide a logical sequence of implementation for each identified phase. The phasing would consider aspects such as right-of-way requirements, environmental impacts, estimated capital costs and funding opportunities, and connectivity to key nodes such as schools, parks, trailheads and neighborhoods.

4 PROJECT APPROVALS

Several agencies would be involved in the consideration of proposed project elements. Potential State and local approvals and permits would be considered for the proposed project related to wetlands, endangered species, floodplain encroachment, right of way encroachment (Caltrans), water quality, and streambed alteration.

Responsible agencies would include:

- ▲ California Department of Transportation (Caltrans),
- ▲ U.S. Army Corps of Engineers (USACE)
- ▲ Central Valley Regional Water Quality Control Board (RWQCB),
- ▲ Central Valley Flood Protection Board,
- ▲ United States Fish and Wildlife Service (USFWS)
- ▲ National Oceanic and Atmospheric Administration (NOAA) Fisheries, and
- ▲ California Department of Fish and Wildlife (CDFW)

5 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Pursuant to section 15063 (a), of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. Rather, it is anticipated that the EIR will analyze the project-related impacts to resources in the project area within 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

6 PROJECT ALTERNATIVES ANALYSIS

As required by CEQA, the EIR will evaluate alternatives to the proposed project. As stated in CEQA Guidelines §15126.6(c), the primary intent of the alternatives evaluation in an EIR is to evaluate a range of alternatives to the project that “could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.” CEQA also requires that the project alternatives analysis include consideration of the “no project” alternative. The “no project” alternative may be defined as “no development” or it may be defined as “some other development.”

7 CUMULATIVE IMPACTS ANALYSIS

As required by CEQA, the EIR will evaluate the cumulative impacts of the proposed project. As stated in CEQA Guidelines §15065(a)(3), projects should be evaluated to determine whether the project's impacts are "cumulatively considerable," which means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

8 REFERENCES

The following documents that relate to the project are available for review during normal business hours at the Alternative Transportation Offices (401 Vernon Street, Roseville, California, 95678):

1. Roseville, City of. 2008. *2008 Bicycle Master Plan*;
2. Roseville, City of. 2010. *Dry Creek Greenway Planning and Feasibility Study*; and
3. Roseville, City of. October 2013. *Dry Creek Greenway Multi-Use Trail Project Updated Feasibility Analysis for Segment 1 (Hillcrest) and Segment 5 (Sunrise Avenue)*.