4.12 RECREATION

4.12.1 Introduction

This section describes existing recreational facilities in the project vicinity and presents a discussion of potential effects to such facilities, as well as the creation of new outdoor recreation opportunities resulting from implementation of the proposed trail. In addition, a discussion of the regulatory environment specific to recreation is provided below.

No comments received on the Notice of Preparation pertained to recreation.

4.12.2 Environmental Setting

REGIONAL SETTING

Roseville's park and recreation facilities are operated by the City of Roseville (City) Parks and Recreation Department. The Department is responsible for the development and maintenance of the City's various recreational facilities including parks, public golf courses, and open space areas. In addition, the Department manages a full range of recreation programs for the residents of the community.

The City has defined "park lands" to include public developed parks, recreational open space and joint-use park-school facilities. Based on the current General Plan land use allocation at buildout, Roseville has secured approximately 9 acres of park land per 1,000 residents (as of 2010). Table 4.12-1 provides 2015 park and open space acreage within the City (City of Roseville 2016).

Table 4.12-1 2015 Parks and Open Space Acreage

Use	Acres
Developed Parks	1,065
Golf Courses	678
Open Space/Park Preserve	4,569
Undeveloped Parks	515
Roadway Landscape Areas	266
Greenway/Paseos	70

Notes: * Roadway landscape areas consist of landscape corridors and medians only. This figure is comprised of existing Landscape and Lighting District maintained areas plus an estimate for the WRSP, SVSP/Westbrook and Creekview based on similar population from other plan areas.

** Greenways/Paseos consist of the paseos in the WRSP, SVSP/Westbrook and Creekview areas as well as the one existing greenway along the Sunrise Corridor.

Source: City of Roseville 2016

PARK DEFINITIONS

The City of Roseville defines several types of park facilities. These are described below.

Neighborhood Park

A neighborhood park can be generally defined as a landscaped park designed to serve a concentrated population or neighborhood. They are often developed as a recreation facility with a balance of passive

and active recreation areas serving all ages. Typical improvements are play areas, picnic tables (covered or uncovered), athletic fields, multi-use turf, hard courts, natural areas, pathways, security lighting and in some cases, unique or single-purpose amenities. Athletic fields in neighborhood parks will be without lights. The typical size range is 0.5 acres up to 8 acres.

Neighborhood/School Park

School park areas are facilities developed on or adjacent to school land and available for joint City and school use. Facilities would focus on clustering active ball fields whenever possible to alleviate demands on neighborhood parks and to provide more cost-effective maintenance practices. The facilities may be jointly owned, and/or developed. They are often developed as an active recreation facility serving all ages. Typical facilities may include play areas, athletic fields, picnic areas, hard courts, game courts, joint off-street parking, pathways, and security lighting. For larger sites, facilities may include turfed ball fields for organized sports that may have sports lights, swimming pools, gymnasiums, hard courts, sports courts, specialty elements and Adventure Clubs. Restrooms may be included, but are not required. The facilities could be subject to use restriction and/or maintenance agreements defined in a specific joint-use agreement between the school and the City. The multi-use of school and park facilities is also addressed in the school component of the Public Facilities Element. The typical size range of these joint use areas is 5.5 acres up to 20 acres.

Community/City-Wide Park

Community/city-wide parks are designed to accommodate a wider variety and higher intensity of recreational uses than neighborhood parks and are frequently identified as unique recreational centers serving the entire Roseville population. These facilities are designed to “cluster” active sport elements to accommodate city-wide or regional needs, such as tournaments, special events and or tourism to provide more cost-effective maintenance practices. These parks may include specialized recreational amenities, such as plazas, town centers, large specialty recreation facilities, swimming pools, libraries, community centers, outdoor areas, competitive sports complexes, tennis courts, sports courts and sports lighting, concessions, nature centers, large children’s play areas, large group picnic facilities, trail systems, transit stops, outdoor amphitheaters, water-oriented facilities for boating, swimming and fishing, restrooms, and park and ride within parking lots. Community/city-wide facilities may be stand alone or located adjacent to schools. The typical size range of these areas is 4 acres to over 200 acres.

Landscape Areas

Landscape areas are generally defined as linear public corridors (i.e., roadway landscaping and corridors, and other landscape frontages) that provide visual relief along major roadways and are important connections within the City between parks, schools, neighborhoods, businesses, and shopping areas. Typical components are usually sidewalks, trees, turf, shrubs, and ground covers designed by using berms and slopes. Landscape areas may also include benches, street furnishings, walls/fencing, city boundary markers, monuments, lighting, and signs.

Paseos

Paseos are provided to promote walking and biking by establishing connectivity between residences, parks, schools, local businesses, trail systems, and/or other connections. They may include similar landscaping components, such as sidewalks, plant materials, and bike/pedestrian trails. Paseos vary in width between 15 to 100 feet, depending on the intended use and location. Paseos are open to the surrounding neighborhood by maintaining a street frontage to one side so that paseos are not hidden. This allows visibility by residents and City personnel for security access.

Greenways

Greenways are defined as wide, usually linear, landscape corridors. They usually consist of simple landscaping features, such as turf, trees, shrubs, or no landscaping at all, and usually include sidewalks, and/or bike and pedestrian trails. They typically link streets together to provide passive

recreation opportunities, such as walking or biking, and they may be an important component of a Class I bike path system. They differ from paseos in that they can be undeveloped, may support transportation and mobility, and usually have greater widths and lengths. While containing some characteristics of open space areas, they may also contain formal landscaping features and irrigation.

BIKEWAYS

Bikeways are defined as specific routes and classes that meet minimum design standards for bicycle or multi-use purposes. Roseville generally follows Caltrans' design standards for the following classes of bikeways:

- Class I Bike Paths that provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Class I paths often follow natural amenities such as creeks, drainage, or utility line easements, and are used by both commuter and recreational riders.
- Class II Bike Lanes that provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Class II lanes are generally developed within the right-of-way of collector streets and arterials.
- Class III Bike Routes that provide a right-of-way designated by signs or permanent markings and shared with motorists. Class III routes are generally located on local streets within residential neighborhoods.

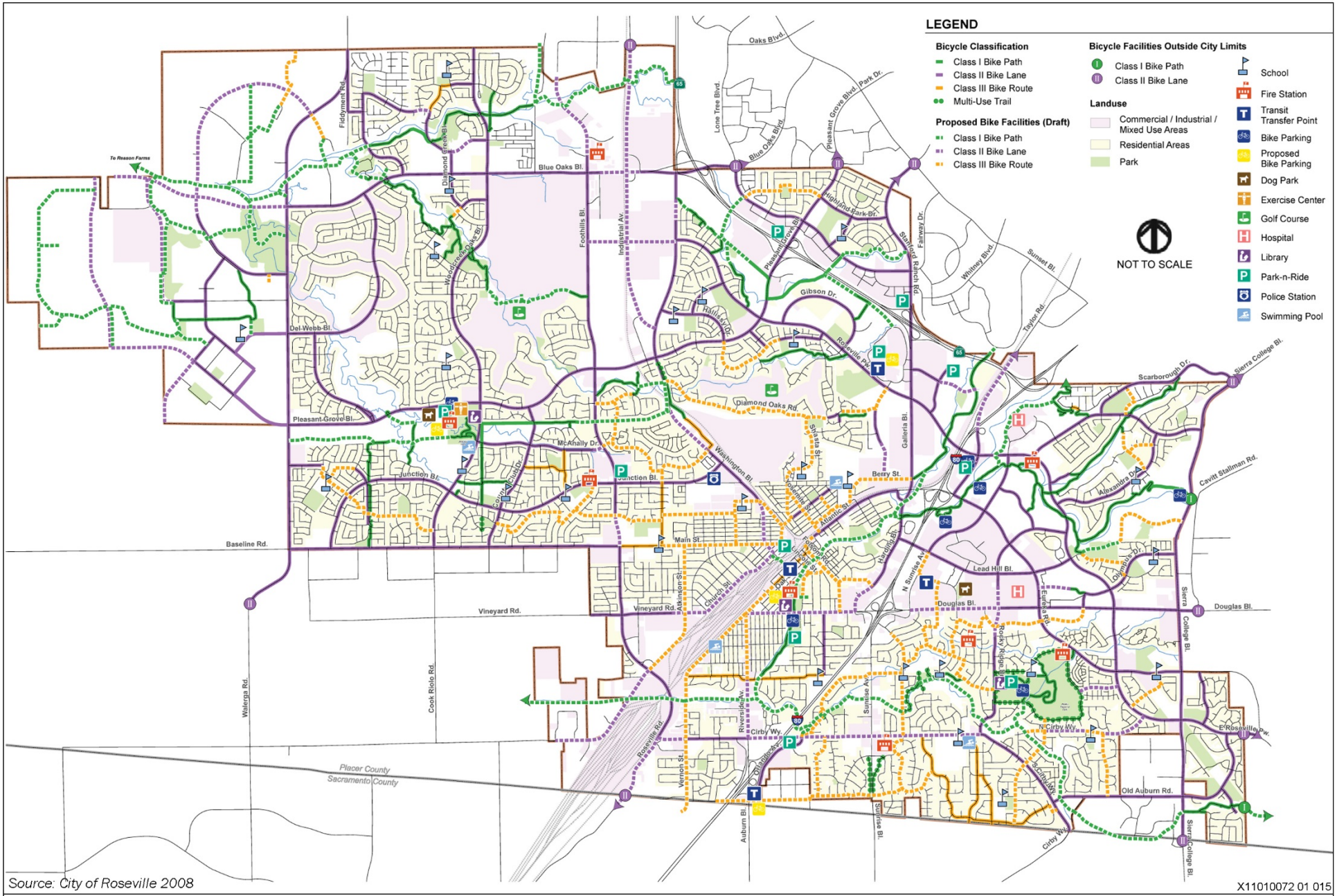
Roseville also has an additional classification for bikeways:

- Class IA Bike Paths are paths that have been developed as parallel, widened (8-12 feet wide) sidewalk routes along major roadways and are separated from the roadway by a landscape strip. These paths are for the use of pedestrians and casual bicyclists. Caltrans does not consider sidewalk facilities to be Class I facilities and does not recommend that they be signed as bike routes. However, the Class IA facilities are still desirable for casual bicyclists such as children, as well as others who are hesitant to utilize on-street routes. Class IA bike paths are intended to supplement, not replace on-street bike Roseville General Plan III-47 Circulation Element lanes, but there may be occasions where they are used in lieu of on-street bike lanes.

Exhibit 4.12-1 shows the existing bikeways within the Roseville City limits by facility class. It shows that bikeway connections are currently limited in the City, especially in the older infill areas. Most of the existing bikeways are located in recently developed areas, associated with the City's 14 specific plans.

PARKS AND RECREATIONAL FACILITIES

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 4.12-2. 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.



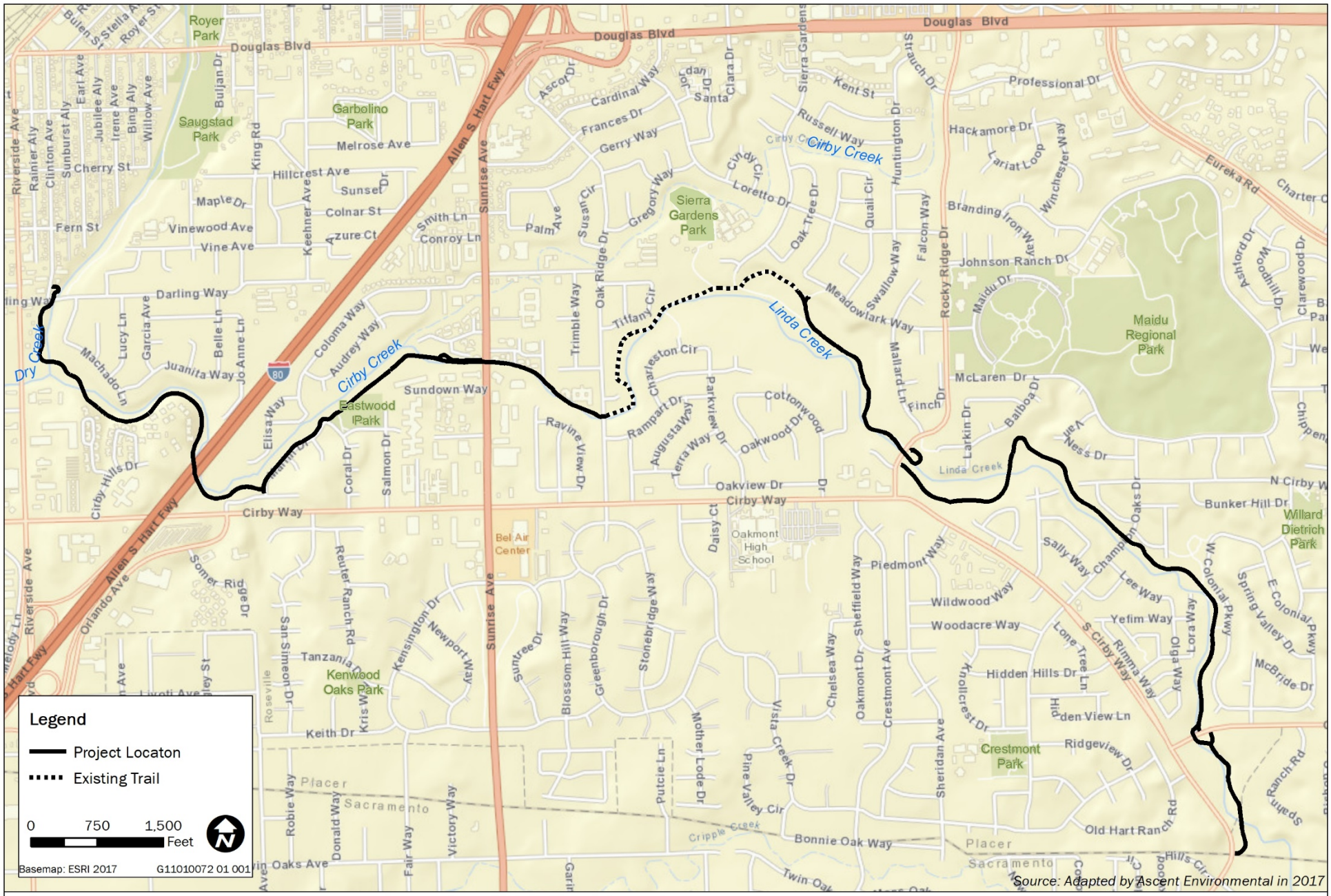
Source: City of Roseville 2008

X11010072 01 015

Exhibit 4.12-1

Existing and Proposed Bike Network

ASCENT ENVIRONMENTAL


Legend
Project Locaton
Existing Trail
0 750 1,500
Feet
Basemap: ESRI 2017
G11010072 01 001
Source: Adapted by Ascent Environmental in 2017
Royer Park
Douglas Blvd
Saugstad Park
Garbolino Park
Melrose Ave
Cherry St
Hillcrest Ave
Sunset Dr
Maple Dr
Colnar St
Fern St
Vinewood Ave
Vine Ave
Azure Ct
Smith Ln
Conroy Ln
Darling Way
Juanita Way
Machado Ln
Lucy Ln
Garcia Ave
Belle Ln
Jo Anne Ln
Coloma Way
Audrey Way
Elisa Way
Eastwood Park
Sundown Way
Cirby Creek
Dry Creek
Cirby Hills Dr
Cirby Way
Allen S Hart Fwy
Sunrise Ave
Ascot Dr
Cardinal Way
Frances Dr
Gerry Way
Jordan Dr
Santa Clara Dr
Sierra Gardens
Kent St
Russell Way
Cindy Cir
Loretto Dr
Sierra Gardens Park
Palm Ave
Susan Cir
Gregory Way
Oak Ridge Dr
Trimble Way
Tiffany Cir
Charleston Cir
Rampart Dr
Augusta Way
Terra Way Dr
Parkview Dr
Ravine View Dr
Oakwood Dr
Cottonwood Dr
Oakview Dr
Bel Air Center
Oakmont High School
Daisy Ct
Piedmont Way
Wildwood Way
Woodacre Way
Hidden Hills Dr
Hidden View Ln
Ridgeview Dr
Crestmont Park
Crestmont Ave
Oakmont Dr
Sheffield Way
Chelsea Way
Sheridan Ave
Vista Creek Dr
Pine Valley Cir
Mother Lode Dr
Putcie Ln
Cripple Creek
Bonnie Oak Way
Old Hart Ranch Rd
Placer
Sacramento
Twin Oaks Ave
Keith Dr
Kenwood Oaks Park
Tanzania Dr
Reuter Ranch Rd
Kensington Dr
Newport Way
Blossom Hill Way
Greenborough Dr
Stonebridge Way
Suntree Dr
Somer Rid
Orlando Ave
Riverside Ave
Roseville
Robie Way
Donald Way
Fair Way
Victory Way
Douglas Blvd
Professional Dr
Hackamore Dr
Lariat Loop
Winchester Way
Eureka Rd
Charter C
Branding Iron Way
Johnson Ranch Dr
Maidu Dr
Maidu Regional Park
Meadowlark Way
Swallow Way
Falcon Way
Rocky Ridge Dr
Oak Tree Dr
Quail Cir
Huntington Dr
Linda Creek
McLaren Dr
Finch Dr
Larkin Dr
Balboa Dr
Van Ness Dr
Bunker Hill Dr
Willard Dietrich Park
N Cirby W
Oaks Dr
Champ
Sally Way
Lee Way
Yefim Way
Lora Way
Olga Way
Rimma Way
S Cirby Way
Lone Tree Ln
W Colonial Pkwy
E Colonial Pkwy
Spring Valley Dr
McBride Dr
Ranch Rd
Spahn
Hills Cir
Exhibit 4.12-2
Park Facilities
ASCENT ENVIRONMENTAL

Maidu Regional Park – Located at 1550 Maidu Drive, this is a 152-acre regional park. The developed area of the park (54 acres) includes the Maidu Community Center, Maidu Branch Library, Veteran's Memorial Rose Garden and Maidu Museum & Historic Site. Other features of the park include a four-diamond lighted softball complex, a five-field lighted soccer complex, a six station batting cage, a regulation size lighted covered soccer arena, a skate park, one full basketball court, a pedestrian and bike path, numerous picnic areas and children's play equipment.

Eastwood Park – Located at 950 Madden Lane, this 4-acre neighborhood park features a school-aged play area, covered picnic area, baseball/softball field, multi-use field, and a basketball court.

Sierra Gardens Park – Adjacent to Eich Middle School located at 1509 Sierra Gardens Drive, this is a school field with running track, basketball courts, and soccer fields. The City of Roseville Parks and Places website updates field conditions at Sierra Gardens.

Willard Dietrich Park – Located at 1201 Stoney Point Drive, this 4.6-acre neighborhood park features pre-school and school-aged play areas, barbeques, covered picnic area, and multi-use turf.

Parks in the project area also include Saugstad Park at 100 Buljan Drive, Royer Park at 190 Park Drive, Crestmont Park at 1500 Champion Oaks Drive, Kenwood Oaks Park at 1022 Tanzania Drive, and Garbolino Park at 1015 Camelia Avenue.

4.12.3 Regulatory Setting

Recreation resources are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL AND STATE

No federal or state regulations pertaining to recreation are applicable to the proposed project.

LOCAL

The City of Roseville has an adopted standard of nine acres of park land per 1,000 residents. The nine-acre requirement is divided into three acres each for neighborhood, citywide, and open space areas. This requirement has historically been met through the dedication of park land by developers. Credits are granted against the 9-acre per 1,000 population standard and has varied dependent upon the recreational value of the land to City residents.

City of Roseville General Plan

Parks and Recreation

GOAL 2: Provide residents with both active and passive recreation opportunities by maximizing the use of dedicated park lands and open space areas.

- **Policy 5:** Cooperate with other jurisdictions to provide regional recreation facilities, where appropriate
- **Policy 7:** Plan for safe and secure parks and recreation areas.
- **Policy 12:** Ensure that new public parks and recreation facilities, open space, paseos, landscape areas and greenways provide adequate funding for initial development, as well as ongoing maintenance and operation.

Circulation Element
GOAL 1: Increase the percentage of all trips made by bicycles in Roseville.

GOAL 2: Establish and maintain a safe, comprehensive and integrated bikeway and trail system that encourage the use of bikes and walking for commuting, recreational and other trips.

- **Policy 1:** Develop a comprehensive and safe system of recreational and commuter bicycle routes and trails that provides connections between the City's major employment and housing areas and between its existing and planned bikeways.
- **Policy 2:** Coordinate Roseville's bikeway and trail system with those of neighboring jurisdictions to provide both local and regional connections.

City of Roseville Bicycle Master Plan

The Bicycle Master Plan is intended to guide and influence bikeway policies, programs and development standards to make bicycling in Roseville more safe, comfortable, convenient and enjoyable for all bicyclists. The ultimate goal of this effort is to increase the number of persons who bicycle in Roseville for transportation to work, school, and errands, and for recreation. The Bicycle Master Plan is developed in context of the Circulation Element of the Roseville General Plan (GP), which includes goals and policies to develop a balanced transportation system for automobiles, transit, bicycles and pedestrians. The Bicycle Master Plan contains goals and policies associated with its implementation. Those that are applicable to the proposed project are provided as follows.

GOAL 2: Establish a safe, comfortable, convenient and highly-connected bikeway system that meets the transportation and recreation needs of avid, regular, youth and beginning bike riders, while balancing the needs of other transportation types including automobiles, train, transit and pedestrians.

- **Policy 4:** Promote development patterns that enhance connectivity for transportation and recreation use and lessen distance of bicycle and pedestrian travel between uses.
- **Policy 6:** Class I Off-Street bike paths are preferred when they result in bikeway continuity, safe and preferably separated crossings of major roads, and minimal traffic cross-flow.
- **Policy 13:** Bicycle crossings should be located at appropriate intervals along new roadways as determined by the Public Works Director/City Engineer. The City will consider opportunities for grade-separated crossings where feasible and warranted based upon demand to improve bikeway safety, comfort and continuity. The City should work with Caltrans to provide safe, convenient and comfortable crossings of State highways and freeways at regular intervals.
- **Policy 16:** Work with Public Works, Planning and Parks & Recreation Department staff to provide continuity in the design & construction of bikeway facilities.

Encouragement
GOAL: Increase transportation and recreation bicycle riding to work, school, play and other destinations by 50 percent by 2020, and gain acceptance of bicycle commuting as a mainstream activity through incentive and encouragement efforts.

- **Policy 4:** Support recreational bikeway facilities, programs and events as an important part of the effort to cultivate acceptance of bicycling among the general populace.

4.12.4 Impacts

METHODS OF ANALYSIS

Potential impacts on recreation resources resulting from project construction were determined by comparing the existing conditions against implementation of the proposed project. The thresholds of

significance, described below, were used to determine if the project would result in an environmental effect associated with recreation. The proposed project is a recreation facility that would be used by pedestrians and bicyclists. The multi-use trail would meet Class I off-street bike path specifications, consisting of a paved, all-weather access for City maintenance crews. The potential environmental effects associated with construction and use of this project are described throughout this Draft EIR.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to recreation resources if it would:

- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

IMPACT ANALYSIS

Impact 4.12-1	Increased use of existing neighborhood and regional parks.
Applicable Policies and Regulations	City of Roseville General Plan Open Space and Circulation Elements City of Roseville Bicycle Master Plan
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

Under existing conditions, the bike path alignment contains some portions that could be accessible by pedestrians or cyclists; however, walking or biking the entire length from one end to the other is not possible. Implementation of the project would generally 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 (see Exhibit 3-3, Typical Trail Cross Section, in Chapter 3, “Project Description”). The trail may also include drainage swales on one or both shoulders, as needed.

The proposed project would not result in any new permanent residents and would therefore not directly generate new users. Improving the trail could attract additional recreationists for activities such as bicycling, walking, running, and dog-walking. In addition, it would create new access opportunities to nearby parks, in particular Maidu, Saugstad and Eastwood parks. The trail could also be used by commuting cyclists in lieu of vehicle trips. An increase in the use of a recreational facility could increase the rate of degradation and require improvements at a faster rate than originally designed. However, while access to existing parks would be altered, and potentially increased, user groups of the trails are anticipated to be existing members of the surrounding community. Entry onto nearby regional parks via the proposed trail would not be substantially incentivized through development of the multi-use trail, and the path would be used as an alternative route to arrive at City parks. In addition, much of the current path is already used by pedestrians and cyclists. Paving would reduce degradation of the dirt path and improve longevity of the alignment. Furthermore, the proposed project is listed in the Bicycle Master Plan and is, therefore, consistent with future recreation planning within the City.

Conclusion
The project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. This impact would be **less than significant**.

Alignment Option 1A
Access to recreational facilities under Alignment Option 1A would be the same type and magnitude as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream.

As discussed above under the Proposed Trail Alignment, the project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Thus, this impact would be **less than significant**.

Alignment Option 1C
Access to recreational facilities under Alignment Option 1C would be the same type and magnitude as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek.

As discussed above under the Proposed Trail Alignment, the project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Thus, this impact would be **less than significant**.

Alignment Option 5A
Access to recreational facilities under Alignment Option 5A would be the same type and magnitude as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek.

As discussed above under the Proposed Trail Alignment, the project is not expected to result in a substantial number of additional users at existing recreation facilities such that new facilities would need to be built to accommodate increased use. Thus, this impact would be **less than significant**.

Mitigation Measures
None required.

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