4.14 UTILITIES

4.14.1 Introduction

This section describes the existing utilities and service systems that serve the project site and evaluates the proposed project's potential effect on these utilities.

No comments related to public utilities were received during public review of the Notice of Preparation.

4.14.2 Environmental Setting

REGIONAL AND LOCAL SETTING

The City of Roseville provides most of its own utilities, including: water, wastewater, reclaimed/recycled water, stormwater, electricity, and solid waste collection. Public utility providers in the City of Roseville are summarized in Table 4.14-1, below.

Table 4.14-1 Public Utility Providers in the City of Roseville

Service	Provider
Water services	City of Roseville San Juan Water District Placer County Water Agency
Wastewater services	City of Roseville
Flood control and drainage	City of Roseville
Solid waste	City of Roseville[1]
Electricity	City of Roseville (Roseville Electric Utility)
Natural gas	Pacific Gas and Electric
Street lighting and maintenance	City of Roseville
Cable television	Comcast, Consolidated Communications
Telephone	Consolidated Communications (formerly SureWest Communications)

1: Solid waste management services are provided by the Western Placer Waste Management Authority, of which the City is a partner.

Source: Roseville 2013

Water

The City obtains its water from Folsom Lake, which is part of the Central Valley Project operated by the U. S. Bureau of Reclamation. Water from Folsom Lake is treated at a plant east of the city limits and delivered to customers. Retail water demand for potable and raw water in the City's service area was 22,881 acre-feet in 2015 (Roseville 2016:4-3). Other contracts with the Placer County Water Agency and the San Juan Water District allocate an additional 34,000 acre-feet per year of water to the City for municipal and industrial purposes, and are relied upon to meet needs in excess of the water allocation through the Central Valley Project (Roseville 2013:VII-31). The City also maintains supplemental water supplies in a combination of groundwater wells, reservoirs, and interagency connections.

The water distribution system consists of water mains ranging in size from 4 to 66 inches in diameter. Pump stations provide sufficient water pressure to the higher elevations of the City and lift water into storage reservoirs. The system is designed to deliver an adequate supply of water throughout the community at an acceptable pressure level for domestic and fire flow purposes (Roseville 2013:VII-31). An existing water lines is located on the Darling Way Bridge and Sunrise Avenue Bridge.

Wastewater

The city's wastewater collection system is primarily a gravity flow system. Wastewater flows downhill in collector and trunk lines measuring up to 78 inches in diameter to the City's two regional treatment plants. Following treatment at the facilities, wastewater is either used as recycled water supply or discharged from the treatment plants into Dry Creek or Pleasant Grove Creek. The residual solids are transported to the Western Regional Sanitary Landfill located at the southwest corner of Athens Road and Fiddyment Road for disposal or are transported by a City-approved vendor for offsite land application.

Wastewater mains cross the project site in approximately 10 locations. Mains also roughly parallel the creeks within the project site along Cirby Creek north of Eastwood Park, along Linda Creek between approximately Eich Intermediate School and Rocky Ridge Drive, and at the eastern end of the project site from south of Champion Oaks Drive to Old Auburn Road (Exhibit 4.14-1). The existing improved and unimproved portions of the trail are used for infrastructure maintenance access for the City Environmental Utilities Department.

Stormwater

Stormwater in Roseville is directed via drain inlets into a series of underground pipes within roadways and other public parcels. These pipes outfall into the City creek system, at which point the water flows downstream. The amount of stormwater that enters the creek system increases as undeveloped ground is replaced by impervious surfaces. Linda Creek, Cirby Creek, and Dry Creek are part of the City's stormwater system. Stormwater mains enter the project site in over 20 locations from the adjoining neighborhoods and empty into the creeks.

Solid Waste

Collection of solid waste is conducted by the City of Roseville's Environmental Utilities Department. Following collection, waste is disposed of at the Western Regional Sanitary Landfill. The landfill is managed by the Western Placer Waste Management Authority, which was formed by the City of Roseville, the City of Lincoln, the City of Rocklin, and Placer County to provide solid waste management. The 231-acre landfill for non-hazardous (Class II and Class III) solid waste has capacity to accept solid waste through 2058 (CalRecycle 2016). The Solid Waste Facility Permit is reviewed every five years and is scheduled to next be reviewed in December, 2017 by Placer County Environmental Health. Hazardous materials are transported to Class I landfills outside of Placer County (Roseville 2013).

Electricity, Natural Gas, and Communications

Roseville Electric, the City's electric utility, obtains power from a variety of sources, including the Western Area Power Administration and the City's two natural gas generating facilities. The New Services section is responsible for the design and construction of the City of Roseville's 12kilovolt (kV) underground distribution system. This includes the coordination, design, and inspection of all new residential and commercial projects, 12kV mainline infrastructure, and roadway and pathway lighting. In 2009 Roseville Electric forecasted that electricity demand in 2018 would reach 1,635,476 megawatt hours (Roseville 2013:VII-24).

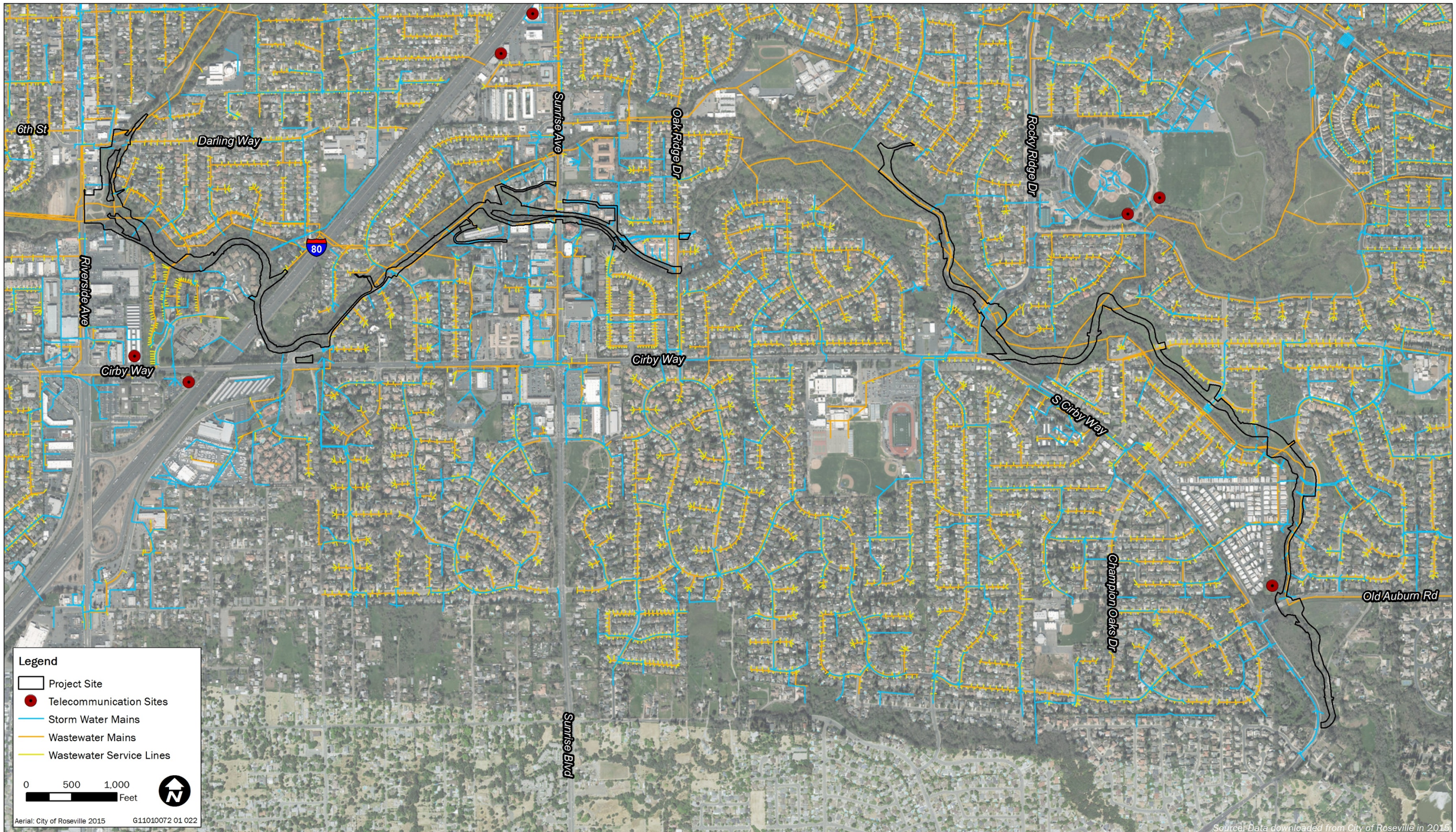

Exhibit 4.14-1

Utilities

ASCENT ENVIRONMENTAL

Pacific Gas and Electric provides natural gas to over 70,000 square miles of central and northern California. The Sacramento-Sierra Division serves over 1.3 million residents in Sacramento, Yolo, Solano, Colusa, Yuba, Sutter, Sierra, Nevada, Placer and El Dorado counties. There are no Pacific Gas and Electric gas transmission lines within the project site (PG&E 2016).

Consolidated Communications is a cable television, business and broadband communications provider serving customers across an 11-state service area (Consolidated Communications 2016). Comcast provides cable television to the area. Any number of alternative providers provide supplemental telephone, cellular, internet, and television service.

4.14.3 Regulatory Setting

FEDERAL

There are no federal regulations that pertain to public utilities that are applicable to the project.

STATE

Government Code Section 4216

California Government Code Section 4216 regulates excavations potentially affecting underground utilities including notification requirements by excavators, operator response requirements, and excavation practices. In accordance with Section 4216.1 every operator of a subsurface installation –such as water lines, gas lines, and sewer lines– must become a member of, participate in, and share in, the costs of a regional notification center. Underground Service Alert Northern California provides services to the study area. Any person planning to conduct an excavation must contact the regional notification center prior to commencing excavation (Section 4216.2). The operator of the utility must respond by locating and field marking the utility that may be affected by excavation (Section 4216.3). Section 4216.4 requires that the excavator determine the location of subsurface installations before using power driven equipment for excavating or boring, and requires the excavator to notify the operator or emergency services, as appropriate, in the event damage is discovered or caused by the excavator. Compliance with Section 4216 is required before commencement of excavation.

LOCAL

City of Roseville General Plan

The Roseville General Plan Public Facilities Element establishes standards for utility services within the City, including the following policies that relate to the proposed multi-use trail project:

Public Facilities Element – Water System

GOAL 1: Maintain a water system that adequately serves the existing community and planned growth levels, ensuring the ability to meet projected water demand and to provide needed improvements, repairs, and replacements in a timely manner

GOAL 2: Provide water services to all existing and future Roseville water utility customers. The provision of services by another provider may be considered where it is determined that such service is beneficial to the City and its utility customers or the provisions of City services is not feasible.

- **Policy 1:** Secure sufficient sources of water to meet the needs of the existing community and planned growth.
- **Policy 2:** Provide sufficient water treatment capacity and infrastructure to meet projected water demand.

- **Policy 3:** Initiate, upon 75 percent of treatment capacity, expansion studies to determine necessary improvements to meet projected water demand.

City of Roseville Municipal Code

14.08.130 Use of water for construction purposes
It is unlawful for any person to use the water service of another for construction purposes without first obtaining a permit from the environmental utilities director and the consent of the other person. All water service for construction purposes shall be metered as provided by Section 14.08.090, unless the environmental utilities director approves alternate measuring methods. All persons doing work on the public streets, public easements or rights-of-way, existing or proposed, shall apply for and be issued a permit prior to drawing water or obtaining service for construction purposes such as for the settling of earth, rock, gravel or dust.

City of Roseville Design/Construction Standards

The City of Roseville created Design and Construction Standards to provide the design engineers and contractors a reference to the City's requirements for the design and construction of civil improvement projects within the City of Roseville. It is the responsibility of the design engineers and contractors to be familiar with these standards. The Design Standards (which were last updated in January 2016) include specifications for grading, drainage, and bikeway design.

4.14.4 Impacts

METHODS OF ANALYSIS

The following analysis is primarily qualitative in nature because of the limited potential for trail construction or use to result in substantial utility usage and based on the conclusion in Section 5.2, "Growth Inducing Impacts," that the project would not induce growth that would increase utility demand.

The analysis assumes that there would not be restrooms at the trailhead or along the trail. Although there would be a drinking water fountain and shade trees at the trailhead, which would be irrigated with water supplied by the City, there would not be widespread irrigation for revegetation establishment. Therefore, the project would result in limited demand for water and would not generate wastewater.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to utilities and service systems if it would:

- not meet the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- require or result in the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects;
- require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- have insufficient water supplies available to serve the project from existing entitlements and resources, and new or expanded resources are needed;
- result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- not comply with federal, state, and local statutes and regulations related to solid waste.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Wastewater Capacity and Treatment

The project would not generate wastewater during construction or use either directly (through use of water) or indirectly (by increasing population in the project vicinity). There would be no additional wastewater flows as a result of project development. Portable restrooms provided for construction crews during the construction period would be serviced by a contractor and wastewater would be taken offsite. Thus, no impacts would occur related to wastewater treatment capacity, meeting wastewater treatment requirements, or construction of new water or wastewater treatment facilities or expansion of existing facilities.

Natural Gas and Communications Demand

The project would not include elements that would result in demand for natural gas or communications facilities. These issues are not discussed further.

IMPACT ANALYSIS

Impact 4.14-1	Insufficient water supplies available to serve the project from existing entitlements and resources, or result in the construction of new water treatment facilities.
Applicable Policies and Regulations	General Plan Roseville Municipal Code (14.08.130)
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 (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

Construction activities would use water to prepare concrete, to increase the water content of soil to optimize compaction, to control dust, and to re-seed disturbed areas. Water would be obtained from existing hydrants in public rights-of-way or trucked into areas not served by public water lines. Water used for compaction and dust control would be provided via water truck from offsite sources. Minimal water would be required following project construction to establish and maintain landscape trees at the trailhead, and provide drinking water fountains at the trailhead. The proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for water or water treatment related to use of the trail. The project would not result in the need for new or expanded water supplies or construction of new water treatment facilities.

Conclusion

Existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Alignment Option 1A
The modified trail alignment proposed under Option 1A would not alter the quantity of water required by the project. For the reasons described above for the Proposed Trail Alignment, existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Alignment Option 1C
The modified trail alignment proposed under Option 1C would not alter the quantity of water required by the project. For the reasons described above for the Proposed Trail Alignment, existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Alignment Option 5A
The modified trail alignment proposed under Option 5A would not alter the quantity of water required by the project. For the reasons described above for the Proposed Trail Alignment, existing entitlements and resources would have sufficient capacity to support construction and use of the trail. This impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.14-2	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
Applicable Policies and Regulations	Design/Construction Standards
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 (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
As discussed further in Section 4.8, “Hydrology and Water Quality,” the proposed project would increase the amount of impervious surface within the project site; reducing the amount of infiltration and increasing runoff volume. The impervious surface of the proposed trail would be a narrow linear feature surrounded by a natural area having soils with high to moderate infiltration rates. Stormwater from the proposed trail would runoff as sheet flow into the adjacent natural areas and infiltrate into the soil. The project would be required to install and maintain permanent post-construction water quality best management practices (BMPs), such as revegetation and stabilization of disturbed areas and contouring to mimic natural drainage patterns, in accordance with the Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with the City of Roseville Grading Permit and the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) permit.

Construction Impacts
Construction of the multi-use trail would not result in the need for the construction of new stormwater drainage facilities or the expansion of existing facilities. As described in Section 4.8, “Hydrology and Water Quality,” both the City of Roseville Grading Permit and the NPDES permit require the preparation of a SWPPP, which although intended mainly to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges, would

also result in the implementation of measures to manage temporary stormwater discharges during the construction process. The SWPPP would be submitted to the City of Roseville and the Central Valley Regional Water Quality Control Board in conjunction with submission of the Improvement and Grading Plans and National Pollutant Discharge Elimination System permit. City staff would review the SWPPP to ensure that it meets the requirements of the City's municipal stormwater permit and the City's Urban Stormwater Quality Management and Discharge Control Ordinance (see Section 4.8, "Hydrology and Water Quality"). During construction, City staff would conduct regular inspections of the site to verify that effective stormwater BMPs and implemented and maintained.

Use-related Impacts

The rate and volume of stormwater leaving the project site would slightly increase from the existing condition as result of constructing the trail, which would involve expanded areas of impervious surface. The project would result in the permanent disturbance of 10.86 acres (see Impact 4.5-2 in Section 4.5, "Geology and Soils"), approximately 5.75 acres of which would replace existing surfaces with impervious surfaces. Because the new impervious surface area would be small in proportion to the Dry Creek watershed, and because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. Within the project site, the proposed trails may result in the need for new, and in some cases modified, drainage facilities. These would primarily be drainage swales with underground pipes spaced at intervals to convey surface water from the uphill side of the trail to the downhill side. These facilities are included in the description of the project and analyzed throughout this EIR.

Further, the Design/Construction Standards include Best Manage Practices to address the environmental effects associated with storm water drainage. The City's adopted Findings for Mitigating Policies and Standards include a determination that the requirements of the Design/Construction Standards would mitigate this potential impact to a less-than-significant level (City of Roseville 2003). In addition, the proposed trail would also serve as a paved, all-weather access for City maintenance crews to remove blockages within the stream channel, which would have the beneficial effect of facilitating the City's ability to maintain conveyance of stormwater.

Conclusion

Prior to construction a SWPPP would be prepared and City staff would conduct regular inspections of the site to verify that effective stormwater BMPs are implemented and maintained. The proposed project would not alter existing drainage patterns except for the installation of drainage swales where needed to ensure slope stability, as required by City of Roseville Design Standards. Therefore, the proposed project would have a **less-than-significant** impact on stormwater drainage.

Alignment Option 1A

Alignment Option 1A would be subject to the same requirements for preparation of a SWPPP to manage stormwater during construction and use as the Proposed Trail Alignment. Further, as described above for the Proposed Trail Alignment, the new impervious surface area would be small in proportion to the Dry Creek watershed. And, because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. For the reasons described above for the Proposed Trail Alignment, this option would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impact would be **less than significant**.

Alignment Option 1C

Alignment Option 1C would be subject to the same requirements for preparation of a SWPPP to manage stormwater during construction and use as the Proposed Trail Alignment. Further, as described above for the Proposed Trail Alignment, the new impervious surface area would be small in proportion to the Dry Creek watershed. And, because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. For the reasons described above for the Proposed Trail Alignment, this

option would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impact would be **less than significant**.

Alignment Option 5A

Alignment Option 5A would be subject to the same requirements for preparation of a SWPPP to manage stormwater during construction and use as the Proposed Trail Alignment. Further, as described above for the Proposed Trail Alignment, the new impervious surface area would be small in proportion to the Dry Creek watershed. And, because most of the runoff from the trail would tend to infiltrate into the adjoining soil, there would be no need for the construction or expansion of new offsite stormwater infrastructure. For the reasons described above for the Proposed Trail Alignment, this option would not result in the construction of new stormwater drainage facilities or expansion of existing facilities, and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.14-3	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs or fail to comply with federal, state, and local statutes and regulations related to solid waste.
Applicable Policies and Regulations	City of Roseville Design/Construction Standards
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 (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

Construction Impacts

Clearing vegetation and removal of existing asphalt and gravel during construction would generate small amounts of solid waste, but this would not measurably affect landfill capacity because the amounts would not be substantial and would occur over a short period of time. Solid waste would be disposed of at the Western Regional Sanitary Landfill, which complies with all federal, state, and local regulations. As specified in the City's Design/Construction Standards for solid waste (Section 151), the City would ensure that its contractor meets with the designated Roseville Environmental Utilities inspector prior to beginning work to ensure that an approved plan is in place to store and dispose of all construction debris, according to relevant federal, state, and local statutes.

Use-related Impacts

As stated above, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for solid waste disposal related to a new population. Trash receptacles would be located at the trailhead. The amount of trash collected would be minimal and would not substantially reduce the lifespan of the Western Regional Sanitary Landfill.

Conclusion

Solid waste generated by construction and use of the multi-use trail would be minimal. This impact would be **less than significant**.

Alignment Option 1A
Option 1A would not substantially alter the potential for construction of the trail to produce construction debris and would have no effect on the availability of trash receptacles at the trailhead. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 1C
Option 1C would not substantially alter the potential for construction of the trail to produce construction debris and would have no effect on the availability of trash receptacles at the trailhead. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 5A
Option 5A would not substantially alter the potential for construction of the trail to produce construction debris and would have no effect on the availability of trash receptacles at the trailhead. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Mitigation Measures

None required.

Impact 4.14-4	Result in a substantial increase in electrical demand.
Applicable Policies and Regulations	None
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 (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
Lighting would be installed where the trail passes under roadways and would be covered for a substantial span, such as the Interstate 80 and Rocky Ridge Drive undercrossings. Lights could also be installed on the bridges, at at-grade road crossings (Oakridge Drive, N. Cirby Way, Champion Oaks Drive), and in the trailhead parking lot. Conventional high-pressure sodium streetlights typically draw between 70 and 200 watts apiece for an average of 11 hours per day. If high-efficiency light-emitting diodes (LED) models are used, energy savings of 56 to 62 percent could be expected compared to high-pressure sodium streetlights (Sunnyvale et al. 2009). New lighting would connect to existing infrastructure. If required, conduit would be extended during grading for trail construction and would be placed under the trail shoulders.

In California, the household average daily energy consumption used for lighting is 3,804 watt-hours (U.S. Department of Energy 2012). Conservatively assuming a maximum of eight lights at the trailhead parking lot, four lights at the two identified undercrossings and at each of the eight bridges and three at-grade crossings, there would be 60 lights drawing a maximum of 12,000 watt-hours daily. If LED lights are used, this demand could be reduced to 5,280 watt-hours. Therefore, use of the project would result in a similar energy demand for lighting as between 1.4 to 3.2 residences.

Conclusion
The amount of electricity needed for the proposed lights would not have a substantial effect on electricity demand. This impact would be **less than significant**.

Alignment Option 1A
Option 1A would not substantially alter the electrical demand of the trail, although this option would require one less bridge, which would result in a nominal decrease in electricity demand because of fewer lights. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 1C
Option 1C would not substantially alter the electrical demand of the trail. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 5A
Option 5A would not substantially alter the electrical demand of the trail. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Mitigation Measures
None required.

Impact 4.14-5	Disrupt existing utility service.
Applicable Policies and Regulations	PRC 4216
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 (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

Construction Impacts
Effects on utilities during construction could include lack of access to existing utilities, accidental disruption or utility rupture, and planned outages and relocations. No high priority utilities, as described in California Government Code, Section 4216 and adopted in the California Department of Transportation *Project Development Procedures Manual* (2016), including high-pressure natural gas lines, petroleum pipelines, pressurized sanitary sewer pipelines, electric supply lines over 60 kV, and hazardous materials pipelines that are potentially harmful to workers or the public if damaged, have been identified on the project site. Where utility lines are located within the project site, construction activities could temporarily interfere with the ability of City Public Works Department staff to perform maintenance activities. However, the project would be required to follow the City's project processing guidelines, which includes early consultation with all City service providers related to potential temporary obstruction of access.

Constructing the Dry Creek Greenway East Trail Project could result in scheduled and accidental interruptions of utility services. The City would positively locate public utilities within the potential impact area (by probing, potholing, electronic detection, as-built designs, or to other means) prior to construction, in compliance with state law (i.e., California Government Code 4216). The potential for disruption of utility systems during construction is low because of the established practices of utility identification.

Utilities along the corridor that would require relocation or modifications during construction include an existing sewer trunk line. 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 need to be relocated. Standard, mandatory construction techniques have been established to identify and avoid conflict with, or disruption of, existing utilities. Identification of utilities in this manner is a standard condition of construction approvals. Therefore, although the project would require the relocation of existing utility facilities and would occur in an area that includes underground utilities, because the exact location of all utility lines within project boundaries would be required to be identified before grading or earthmoving activities, contractors would avoid conflicts with these utilities. Relocations would occur in coordination with the resource provider to limit the potential for temporary service disruptions to the greatest extent possible.

Use-related Impacts

Utilities within the permanent project footprint would be either relocated or modified so that there is no damage or impairment to the use of these utilities. During use, the project would limit the potential for lengthy outages. Since Class I trails are designed to facilitate maintenance vehicle access to open space per the City's Design/Construction Standards, establishing trails in proximity to utility lines would benefit maintenance and emergency access to the lines.

Conclusion

Although the project would require the relocation of existing utility facilities, relocations would occur in coordination with the resource provider to limit the potential for temporary service disruptions to the greatest extent possible. The project would also be designed to facilitate maintenance vehicle access to benefit maintenance and emergency access to the lines. This impact would be **less than significant**.

Alignment Option 1A

Option 1A would not substantially alter the potential for the trail to conflict with existing utilities. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 1C

Option 1C would not substantially alter the potential for the trail to conflict with existing utilities. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Alignment Option 5A

Option 5A would not substantially alter the potential for the trail to conflict with existing utilities. The impact would be **less than significant** for the same reasons discussed above from the Proposed Trail Alignment.

Mitigation Measures

None required.

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