

4.9 LAND USE AND PLANNING

4.9.1 Introduction

This section describes the existing land uses and applicable land use plans for the project area. The proposed project is evaluated for consistency with applicable land use plans as well as potential for conflicts with existing land use. The project area is not located within an adopted conservation plan or natural community conservation plan; the City of Roseville (City) is not participating in the Placer County Conservation Plan.

Comment letters received in response to the Notice of Preparation address the potential for diminishing property values, limiting future development, and the degree to which the proposed alignment supports the goal of a highly connected trail. While these are important issues for consideration of the project's merits, they are not environmental issues within the purview of CEQA. A discussion of the potential growth-inducing effects of the project are included in Section 5.2 in Chapter 5, "Other CEQA Considerations," of this Draft EIR. The goals and objectives of the proposed project are discussed in Chapter 3, "Project Description."

4.9.2 Environmental Setting

REGIONAL SETTING

Within the City of Roseville incorporated limits, there are fifteen subareas that have been planned for urban development. These include the Infill Area, the North Industrial area, and the City's 14 specific plan areas.

The project site is located in the Infill Area. The Infill Area constitutes what historically has been the central core of Roseville, as well as the areas that were the focus of growth in the City until the early 1980s. With the exception of scattered parcels of limited acreage, the Infill Area is close to being fully developed. The land uses in this area include a mix of residential neighborhoods, commercial and industrial uses, and amenities to serve the residents of the community. The Infill Area encompasses some of the oldest portions of the City, but excludes the Downtown Specific Plan area and Riverside Specific Plan area. Totalling 8,505 gross acres, the Infill Area is planned to accommodate approximately 43,000 residents at full buildout.

Site Location and Description

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, a bypass channel, bypass culverts, and a detention basin are located along the length of the proposed project from Interstate 80 (I-80), easterly to Old Auburn Road. A flood control bypass channel and detention basin are located along the south side of Linda Creek east of Rocky Ridge Drive and north of Cirby Way. 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.

LAND USE DESIGNATIONS AND ZONING DISTRICTS

Land use designations in the Roseville General Plan associated with the proposed trail consist of Open Space, Community Commercial, and Low-Density Residential. Areas surrounding the project site consist of Low Density Residential, Medium Density Residential, High Density Residential, Community Commercial, Business Professional, Public/Quasi-Public, and Parks and Recreation. These General Plan land use designations are shown in Exhibit 4.9-1.

The proposed trail 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. Exhibit 4.9-2 depicts zoning districts associated with the project site.

4.9.3 Regulatory Setting

Key regulatory and conservation planning issues applicable to the proposed project are discussed below.

FEDERAL

There are no applicable land use federal regulations and policies that pertain to the proposed project.

STATE

Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Finally, although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals. The City of Roseville's General Plan includes policies relevant to the proposed project, which are summarized as follows.

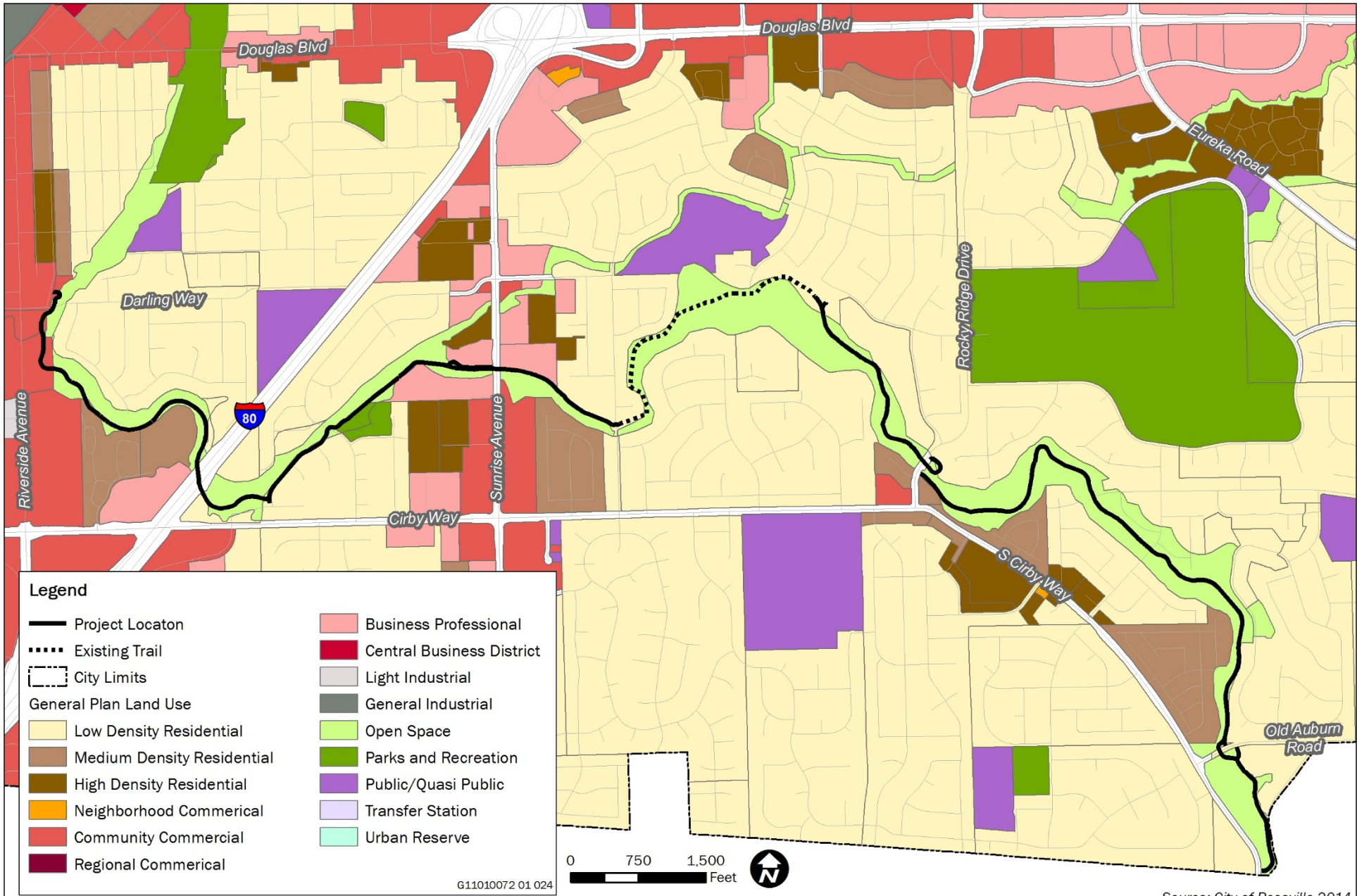
LOCAL

City of Roseville General Plan

The City of Roseville General Plan 2035 contains a number of goals and policies applicable to the proposed project that land use. Key provisions from the Open Space and Conservation Element and the Parks and Recreation Element are summarized below.

Open Space and Conservation Element

GOAL 1: Establish a comprehensive system of public and private open space, including interconnected open space corridors that should include oak woodlands, riparian areas, grasslands, wetlands, and other open space resources.



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Source: City of Roseville 2014

Exhibit 4.9-1

General Plan Land Use Designations



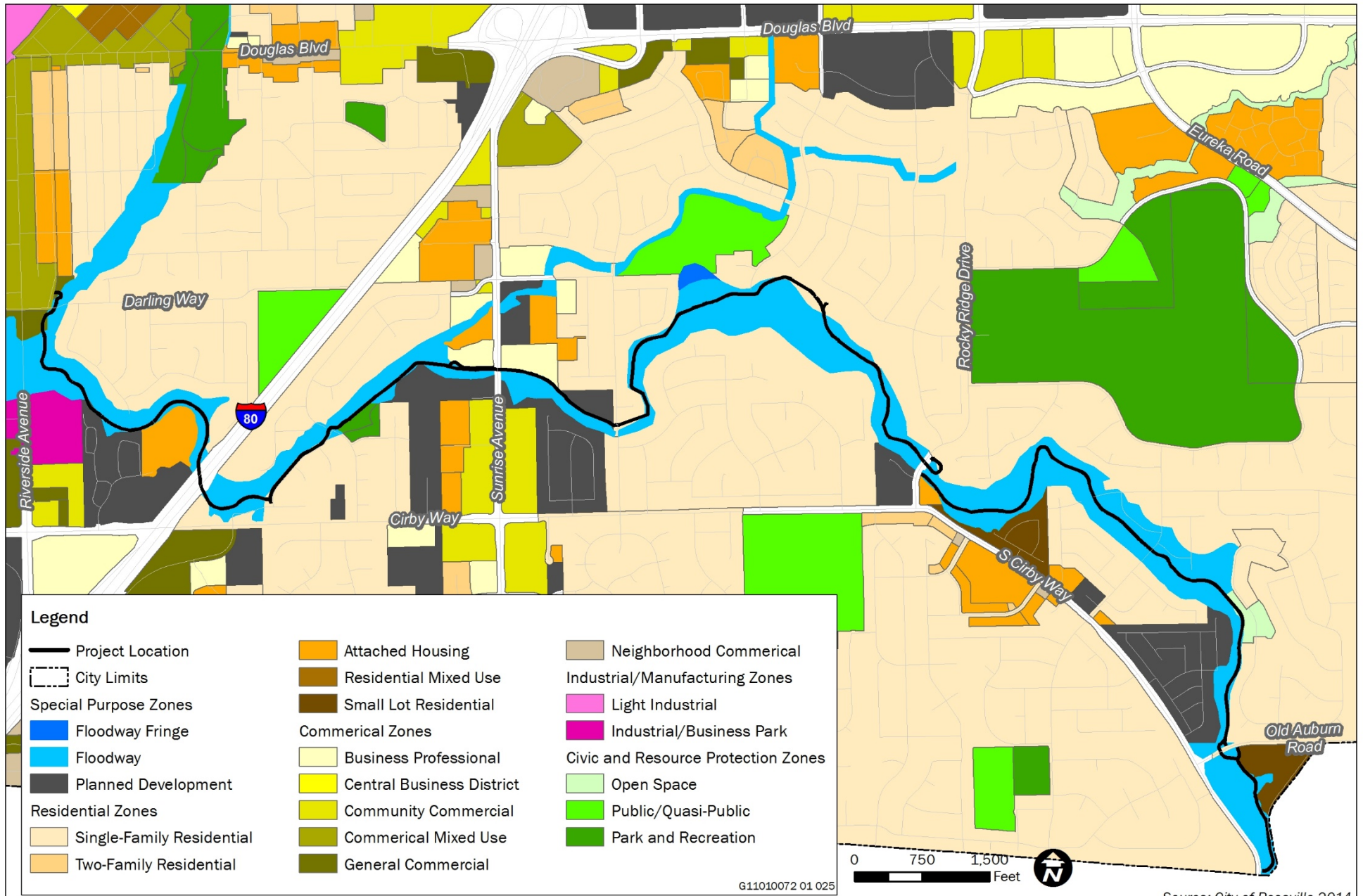


Exhibit 4.9-2

Zoning Designations



GOAL 2: Utilize the open space system to connect neighborhoods and separate development areas within the City.

GOAL 3: Provide access to public open space areas through the establishment of a series of public linkages that will be adequately managed and protected.

GOAL 4: Integrate, where feasible, passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas.

- ▲ **Policy 1:** Provide an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths.
- ▲ **Policy 2:** Provide interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service and residential areas.
- ▲ **Policy 5:** Provide access to public open space resources except in those areas determined by the City to be sensitive to human presence.
- ▲ **Policy 6:** Take into account consideration of natural habitat areas in developing linkages and in preserving open space areas. Identify alternate sites for linkages where sensitive habitat areas have the potential to be adversely impacted.

Parks and Recreation Element

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

- ▲ **Policy 9:** Continue to maintain and upgrade as necessary City parks and open space areas through the Parks and Recreation Department, to assure safe, clean and orderly facilities.
- ▲ **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.

The City of Roseville General Plan 2035 also contains land use designations that address both public and private development and serve as a guide for zoning and other land use regulations. Because the land use map provides a guide for future development, it is possible that more than one zoning district may be consistent with any one land use designation. Designations applicable to the proposed project are summarized below and are shown above in Exhibit 4.9-1.

Land Use Element

Where appropriate, land use definitions are broad in scope to allow the flexibility necessary to achieve the General Plan's polices related to pedestrian orientation and convenience gained by allowing mixed-use projects. This is achieved through the permitted secondary uses associated with each land use designation. The extent of the secondary uses permitted, and conditions related to their use, are specified in the overlying zoning, specific plan, and/or other master plan.

Open Space

Purpose: The open space land use designation is used to preserve and protect public and private lands that are significant because of wild life habitat, natural features, or flood hazard. Within new development areas, the 100-year floodplain boundaries will be designated as Open Space. In addition, sensitive or unique natural features, including, but not limited to, wetlands, vernal pools, and oak woodlands are also to be designated as open space as part of specific plans and other major development review processes.

Primary Uses: Passive recreation and minor recreation facilities (picnic tables, restrooms), walking and bike trails, and resource interpretive facilities.

Secondary Uses: Resource mitigation and drainage detention.

Park and Recreation

Purpose: The park and recreation designation is used to identify public parks in Roseville and public and private recreation facilities.

Primary Uses: Public park and recreation facilities, including ball diamonds and fields, golf courses, pools, bike trails and community buildings; and private recreation uses when they include outside facilities such as golf course, tennis courts, etc.

Secondary Uses: Libraries, child/elder care facilities, resource mitigation, and drainage detention.

Low-Density Residential

Purpose: The low-density residential land use category is applied to lands where single-family dwelling units that comprise the majority of Roseville's housing supply are located. The lower densities are assigned to lands with the flexibility to accommodate development constraints (e.g. slopes, trees, etc.). Typically, low-density residential lands should require minimal grading or disturbance of natural features.

Primary Uses: Attached and detached single-family residences; and public parks, resource preservation and open space areas.

Secondary Uses: Secondary uses include public and private schools, religious assembly, private recreation; and limited office, commercial childcare facilities, and neighborhood retail and services.

Medium-Density Residential

Purpose: The medium density residential land use category is applied to lands characterized by small lot single family detached dwelling units and attached patio homes, half-plexes, townhouses, condominiums, and mobile home parks. This residential land use will accommodate a variety of housing types and designs, and is often located as a transition or buffer between higher intensity land uses and low density residential land use. It may also be applied as a transition between higher volume roadways and lower density residential uses.

Primary Uses: Attached and detached single family and multi-family residences; and public parks, resource preservation and open space areas.

Secondary Uses: Secondary uses include public and private schools, religious assembly, private recreation; and limited office, commercial childcare facilities, and neighborhood retail and services.

Community Commercial

Purpose: The community commercial land use category is distinguished from the neighborhood commercial designation by providing a broader range of goods and services to an expanded service area.

Primary Uses: Retail stores and businesses selling a full range of goods and services including auto sales and repair, and commercial child care facilities.

Secondary Uses: Professional offices uses, including medical offices and clinics.

Business Professional

Purpose: To provide areas for small and large office uses, including uses supportive of offices.

Primary Uses: The business professional land use category includes administrative, professional, government and medical offices, and research and development (not including any assembly or manufacturing). Hospitals and clinics may also be permitted by this land use designation.

Secondary Uses: Limited service commercial uses (e.g. banks, restaurants, day care centers, travel agencies, florists, etc.) are encouraged where they would minimize the need for vehicle travel for convenience trips, but only as secondary uses in proximity to large office parks and complexes. In association with clinics and hospitals, pharmacies and other medical related retail may be permitted.

Combining Designations

The following designations are only applied in combination with another land use designation and modify the uses and standards of that designation.

Floodplain

Purpose: The floodplain designation identifies those lands that are within the City's Regulatory Floodplain boundaries as defined in the Safety Element. Development of lands with a floodplain land use designation is strictly regulated by the City of Roseville. In areas with existing development, the floodplain designation is an overlay or combining land use. As part of a specific plan, the land use designation may be combined with an open space or parks designation, if found consistent with the policies of the Safety Element.

Permitted Uses and Standards: Uses are limited to those that minimize impacts on upstream and downstream areas and are consistent with both the policies of the Safety Element and the underlying land use designation.

City of Roseville Zoning Ordinance

A permitted use in the Single-Family Residential, Attached Housing, General Commercial, Business Professional, and Park and Recreation districts (defined below) is "resource related recreation," which includes facilities related to passive recreation use of open space areas, including bike and pedestrian trails, picnic areas, parking areas, and interpretive centers.

Single-Family Residential (R1) District: The R1, Single-Family Residential district is intended for detached, single-family homes and similar and related uses inclusive of half-plexes.

Attached Housing (R3) District: The R3, Attached Housing district is intended for multiple-family housing. The types of land use intended for the R3 zoning district include apartments, condominiums, townhomes, and similar and related compatible uses.

General Commercial (GC) District: The General Commercial district is intended to serve the entire community by providing areas for commercial facilities that are more of a service or heavy commercial character than are permitted in the Community Commercial District, and may involve outdoor display, storage or activity uses.

Business Professional (BP) District: The Business Professional district is intended to provide locations for a wide variety of office uses and other uses which are related to and supportive of office uses.

Park and Recreation (PR) District: The Park and Recreation district may be applied to both public and private recreation facilities. It is intended to be applied to larger parks especially community wide facilities, but may also be applied to smaller neighborhood facilities when it is important, due to the planned facilities or natural features, to designate the site for park and recreation uses.

The zoning ordinance also describes several Special Area districts. The Special Area district is an overlay district which allows modification of the underlying general district regulations (including both

permitted Use Types and Development Standards) by reference to regulations adopted either in a Specific Plan, which applies to the property so classified, or in the ordinance rezoning the property so classified. The proposed project is located within the Floodway (FW) and Floodway Fringe (FF) special areas. The "Floodway" and the "Floodway Fringe" refers to those areas in and along Dry, Linda, Cirby, and Antelope Creeks as shown in October 1973 aerial photographic maps designated as "Official Floodplain Maps" of the City of Roseville.

Floodway (FW) District: The following uses, having a low flood damage potential and not obstructing flood flows, are permitted within the FW District. Provided, however, that no such use shall include structures, fill, or storage of materials or equipment. And further provided, however, that no such use shall adversely affect the capacity of the channels or floodways, or of any tributary to the main stream, drainage ditch, or any other drainage facility or system, nor shall any use increase the water surface elevation of the base flood:

1. Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming and wild crop harvesting.
2. Accessory industrial-commercial uses such as loading areas, parking areas, airport landing strips.
3. Private and public recreational uses such as golf courses, tennis courts, driving ranges, archery ranges, picnic grounds, boat launching ramps, swimming areas, park, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, and hiking and horseback riding trails.
4. Accessory residential uses such as lawns, gardens, parking areas and play areas.

Floodway Fringe (FF) District: The following uses are permitted within the Floodway Fringe (FF) District:

1. Uses or structures accessory to uses permitted by Article II (Zoning Districts and Allowable Land Uses), but not including any structure designed or used for human residence.
2. Circuses, carnivals, and similar temporary or transient amusement enterprises.
3. Drive-in theaters, new and used car lots, temporary roadside stands, and freestanding signs or billboards (where permitted by the Sign Ordinance of the City of Roseville, Roseville Municipal Code Title 17).
4. Extraction of sand, gravel, and other materials.
5. Marinas, boat rentals, docks, piers, and wharves.
6. Railroad, streets, bridges, utility transmission lines, and pipelines.
7. Storage yards for readily transportable equipment, machinery, or materials.
8. Kennels and stables.
9. Other similar uses of a primarily open space nature.
10. Structures, including residential structures and mobile homes.
11. Any use permitted under the FW District.

City of Roseville 2008 Bicycle Master Plan

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 East 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 periodically updates the BMP. The next planned update to the BMP will begin in 2018. The proposed project is also included in the Sacramento Area Council of Governments currently conforming Metropolitan Transportation Plan for 2035, Amendment #1, and the 2013/16 Metropolitan Transportation Improvement Program Administrative Modification #11.

4.9.4 Impacts

METHODS OF ANALYSIS

The evaluation of the potential land use impacts associated with implementation of the proposed project is based on a review of planning documents, including the various components and policies of the City General Plan and other City regulations affecting planning and implementation of the proposed project. Potential impacts and plan consistency issues associated with aesthetics and visual resources, biological and natural resources, cultural resources, and agricultural resources are addressed in other sections of this Draft EIR in Chapter 4, "Environmental Setting, Impacts, and Mitigation Measures." The reader is referred to the relevant sections of this Draft EIR for a detailed analysis of other relevant environmental effects as they relate to a particular issue.

Physical division of an established community would result from construction of a barrier that changes the connectivity between areas of a community. The division would result in an impact if it would change the connectivity, such that implementation of a project would separate individuals from an existing community. Examples of this types of impact include closure of a bridge or roadway or construction of an impediment (e.g., storm channel), resulting in the loss of a transportation route such as a roadway, pedestrian path, or bicycle path.

THRESHOLDS OF SIGNIFICANCE

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

- ▲ physically divide an established community;
- ▲ conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- ▲ conflict with an adopted conservation plan or natural community conservation plan.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

There are no adopted conservations plans or natural community conservation plans associated with the project site; therefore, this issue is not discussed further.

IMPACT ANALYSIS

Impact 4.9-1	Consistency with applicable land use plans.
Applicable Policies and Regulations	City of Roseville General Plan Open Space and Conservation Element 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

The proposed project would be a multi-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 and would ultimately provide an important regional connection for the greater South Placer/Sacramento area. The multi-use 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. The trail would also provide access for emergency service responders.

There are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. As described in Chapter 3, "Project Description," where the proposed trail alignment crosses or parallels sewer, water, telecommunications, or gas lines, adjustments to the grade of the trail or manholes may be needed, or the trail alignment would be shifted slightly to avoid the manholes. Existing gas and water lines at the Darling Way Bridge and Sunrise Avenue Bridge would also need to be relocated. Construction of the proposed project could result in scheduled and accidental interruptions of utility services. The City would positively locate public utilities within the potential impact area 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.

Land use planning efforts relevant to the proposed project consist of the City's 2008 BMP and 2035 General Plan. The City's 2008 BMP includes a plan for development of over 28 miles of Class I trails in Roseville, including the proposed project. Class I off-street bike paths 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 City of Roseville 2025 General Plan identifies the study area as an Infill planning area. With the exception of scattered parcels of limited acreage, the Infill area is close to being fully developed.

Land use designations associated with the proposed trail consist of Open Space, Parks and Recreation, Community Commercial, Business Professional, Low-Density Residential, and Medium Density Residential. The General Plan identifies walking and bike trails as a primary use for the Open Space and Parks and Recreation designations. A multi-use trail is not stated as a use for Community Commercial, Business Professional, or Low-Density Residential. Likewise, zoning districts associated with the trail alignment related to floodway are consistent with the City Code, while residential and commercial districts do not list multi-use trails as a primary use. While trail development is not listed as a primary use in these land use designations and zoning districts, it is a permitted use. In addition, the development of a multi-use trail would not interfere with existing or future residential or commercial uses.

The proposed project would be located primarily within City-owned property zoned Open Space with Floodway or Floodway Fringe Overlays. The floodway designation identifies those lands that are within the City's Regulatory Floodplain boundaries as defined in the Safety Element. Development of lands with a floodplain land use designation is strictly regulated by the City of Roseville. Trail development is a permitted use in the floodway designation. The majority of the proposed trail alignment would be located at-grade and would have a negligible effect on the floodplain and flood waters. With the exception of proposed Bridge #13, improvements for all stream crossings and roadway undercrossings are located in the floodway fringe and would have a negligible effect on water surface elevation for the 100-year storm event. Please also see Impact 4.8-3 in Section 4.8, "Hydrology" for a discussion of proposed Bridge #13.

In addition, the Open Space System goals in the City's General Plan include policies such as:

Open Space System Policy 1: providing an interconnecting system of open space corridors that, where feasible, incorporate bikeways and pedestrian paths;

Open Space System Policy 2: providing interconnected open space corridors between open space and habitat resources, recreation areas, schools, employment, commercial service, and residential areas; and

Open Space System Policy 6: take into account consideration of natural habitat areas in developing linkages and in preserving open space areas.

Conclusion

The proposed multi-use trail would be consistent with these policies because it extends from the existing Saugstad/Royer Park trail, follows creek corridors along portions of Dry, Cirby, and Linda Creeks through property primarily zoned Open Space with Floodway or Floodway Fringe Overlays, with the purpose of connecting neighborhoods, parks, schools, businesses, natural areas, and the on-street bikeway system across the south side of the City. In consideration of policy 6, design of the trail has to the extent feasible, avoided the larger trees along the creek corridor, especially the native oak trees, to minimize impacts to habitat and aesthetic values. For these reasons, the Dry Creek Greenway East Trail would be consistent with relevant land use plans and this impact would be **less than significant**.

Alignment Option 1A

Consistency with relevant land use plans under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the option travels through the same land use designations and zoning, and contains the same elements 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. For the reasons described above for the Proposed Trail Alignment, this option would be consistent with relevant land use plans and the impact would be **less than significant**.

Alignment Option 1C

Consistency with relevant land use plans under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the option travels through the same land use designations, zoning, and contains the same elements 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. For the reasons described above for the Proposed Trail Alignment, this option would be consistent with relevant land use plans and the impact would be **less than significant**.

Alignment Option 5A

Consistency with relevant land use plans under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option travels through the same land use designations, zoning, and contains the same elements 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, and Bridge #13 would not be included. For the reasons described above under the Proposed Trail Alignment, this option would be consistent with relevant land use plans and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.9-2	Physically divide an established community.
Applicable Policies and Regulations	City of Roseville General Plan Open Space and Conservation Element City of Roseville Bicycle Master Plan
Significance with Policies and Regulations	Proposed Project: Beneficial Alignment Option 1A: Beneficial Alignment Option 1C: Beneficial Alignment Option 5A: Beneficial
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Beneficial (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

The proposed project would be a multi-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 and would ultimately provide an important regional connection for the greater South Placer/Sacramento area. As discussed in the environmental analysis for the BMP, the construction of bikeways in Roseville would create linear travel corridors. These corridors would provide linkages through, rather than divide, the community. The connectivity that would be gained from the proposed project would create a new route that would enhance travel between existing communities.

As described in Chapter 3, "Project Description," there are several utilities along the corridor that would require relocation or modifications during construction of the proposed trail. The utility lines and manhole covers that require relocation would be moved to a similar position as they currently exist. This construction would be temporary in nature and when complete would not divide the community.

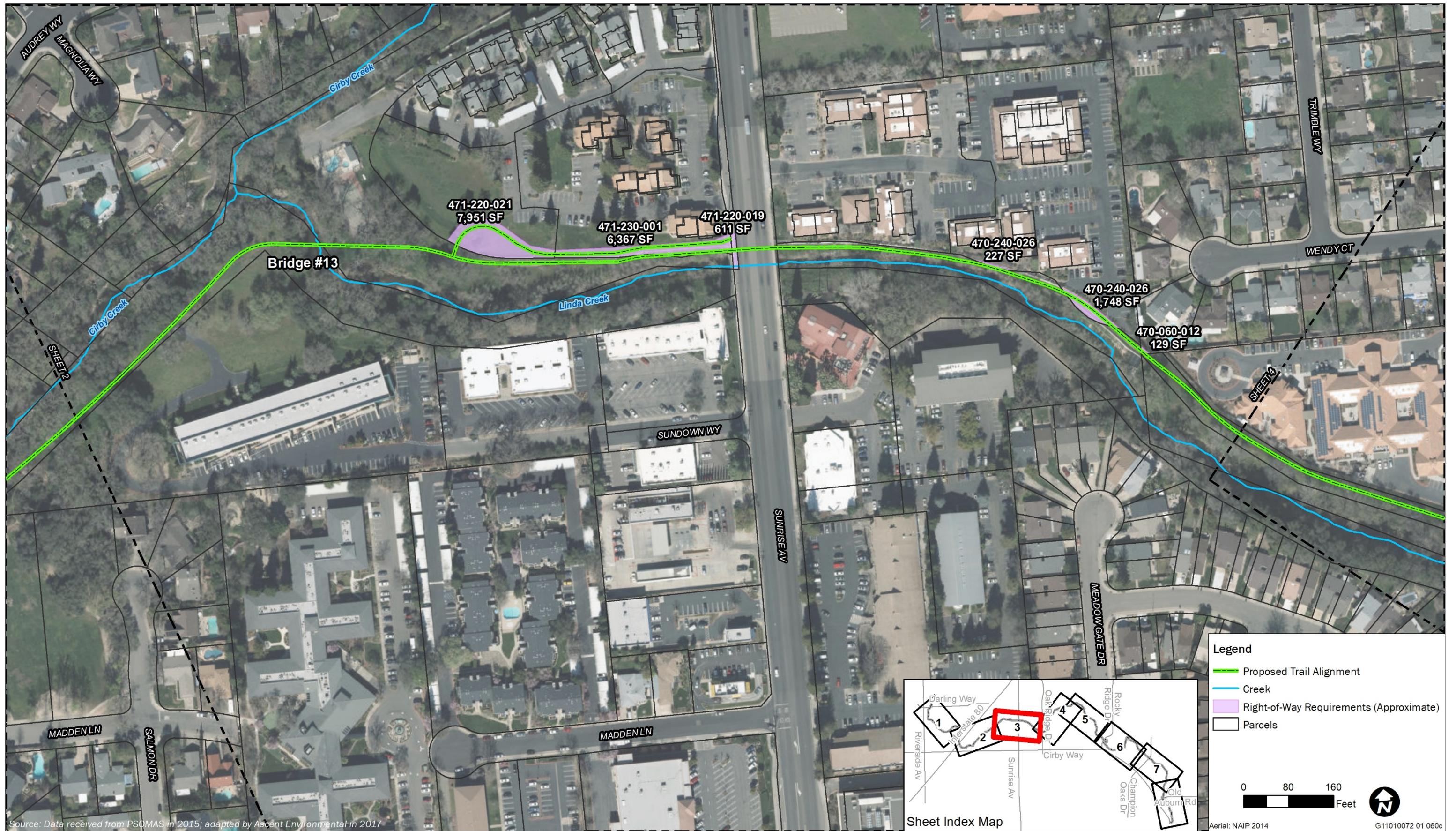
The majority of the proposed trail alignment would be located within City of Roseville-owned property. There are some locations where the proposed trail alignment would pass through private property and would require the acquisition of right-of-way or permanent easements. Table 4.9-1 depicts the expected right-of-way and easement acquisition totals for the proposed trail and the alignment options. Exhibits 4.9-3 through 4.9-10 show the estimated right-of-way and easement requirements (Exhibits 4.9-7 and 4.9-8 only) along the proposed trail alignment. The square footage estimates are preliminary and approximate at this time, because planning has progressed to the concept level, and subsequent design development would refine the actual right-of-way needed. The right-of-way acquisitions and easements would not require the demolition or relocation of existing buildings and would not eliminate access to affected properties.



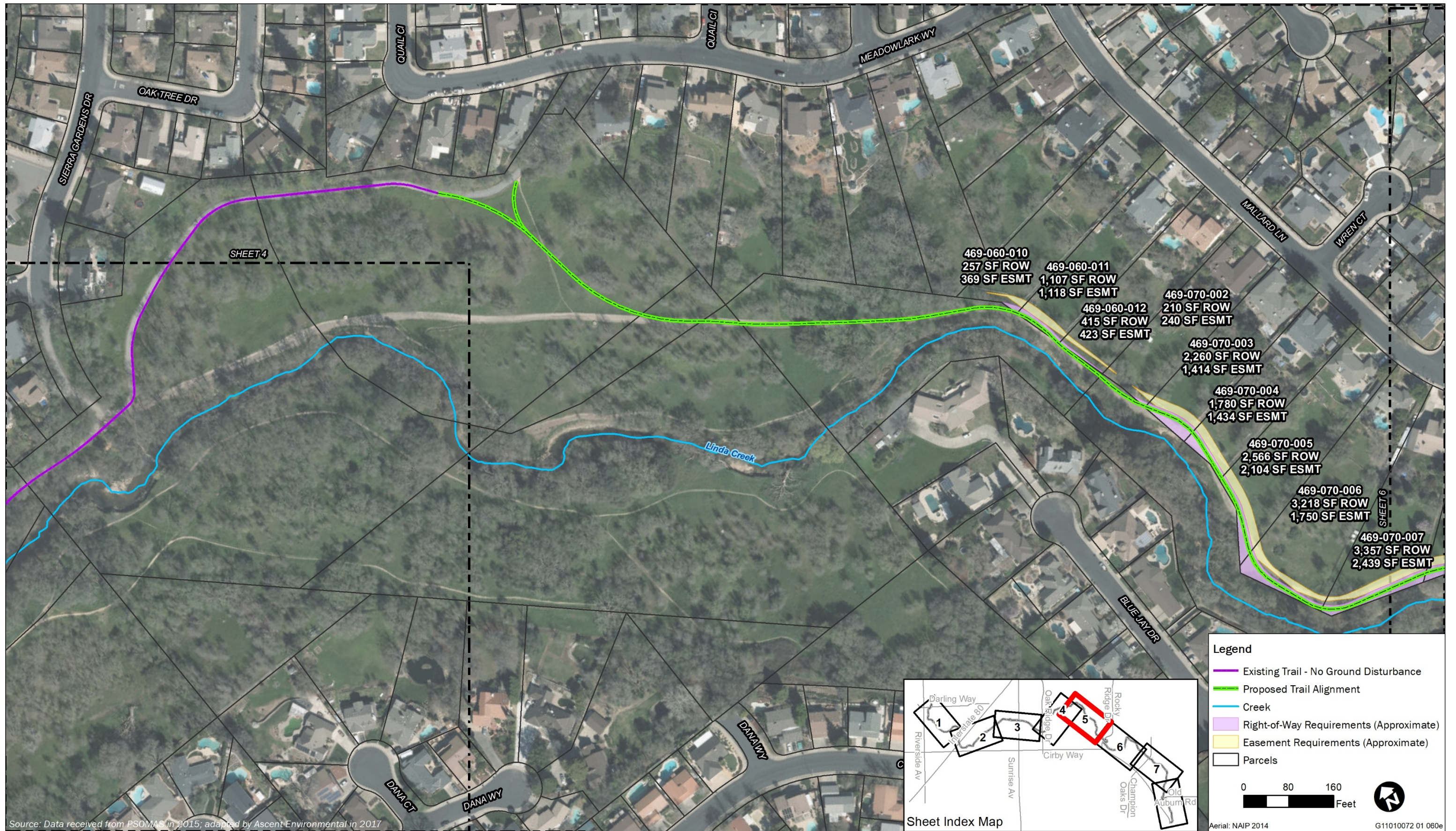
Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Aerial: NAIP 2014 G11010072 01 060a



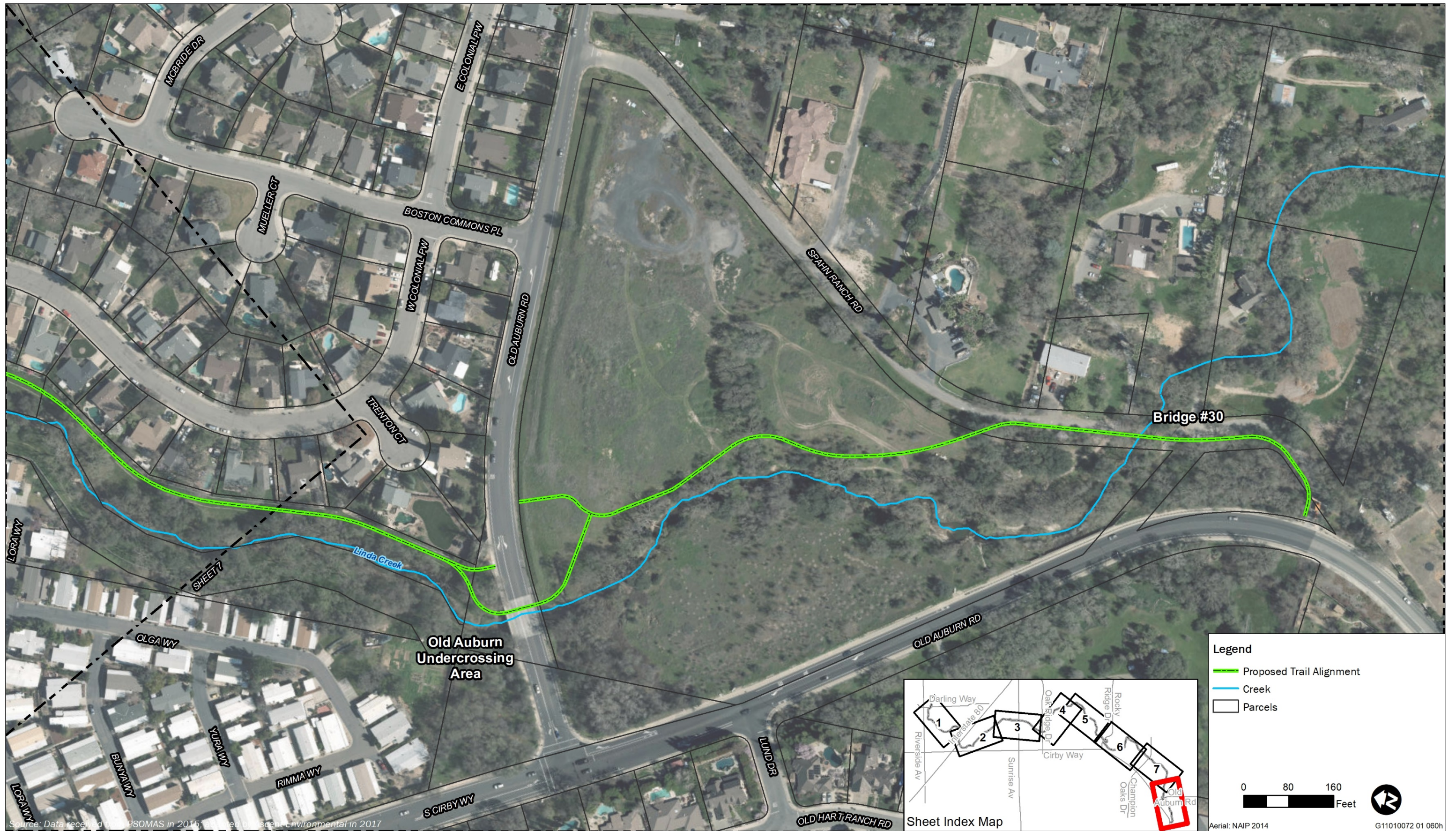












Source: Data received from PSOMAS in 2015, and provided by Ascent Environmental in 2017

Aerial: NAIP 2014 G11010072 01 060h

Table 4.9-1 Right-of-Way Requirements by Parcel (Approximate)

Assessor's Parcel Number	Proposed Project Right of Way Required (square feet) ¹	Permanent Easement Required (square feet) ²	Alignment Options Right of Way Required (square feet) ³
469-060-010	257	369	Same
469-060-011	1,107	1,118	Same
469-060-012	415	423	Same
469-070-002	210	240	Same
469-070-003	2,260	1,414	Same
469-070-004	1,780	1,434	Same
469-070-005	2,566	2,104	Same
469-070-006	3,218	1,750	Same
469-070-007	3,357	2,439	Same
469-070-008	1,585	1,175	Same
469-070-009	839	—	Same
469-130-029	2,413	—	Same
469-130-030	113	—	Same
469-130-033	3,710	—	Same
469-130-034	4,345	—	Same
469-130-035	3,556	—	Same
469-130-036	2,786	—	Same
469-130-037	2,401	—	Same
469-130-038	2,403	—	Same
469-130-039	1,476	—	Same
469-200-003	7,242	—	Same
469-200-006	1,011	—	Same
470-070-021	—	—	879 (Alignment Option 5A)
470-070-022	—	—	849 (Alignment Option 5A)
470-060-012	129	—	(none required under Alignment Option 5A)
470-240-026	1,975	—	(none required under Alignment Option 5A)
471-010-010	24,815	—	Same
471-220-008	—	—	702 (Alignment Option 5A)
471-220-019	611	—	(none required under Alignment Option 5A)
471-220-021	7,951	—	(none required under Alignment Option 5A)
471-230-001	6,367	—	(none required under Alignment Option 5A)
472-180-002	—	—	1,051 (Alignment Option 1C)
472-180-001	—	—	629 (Alignment Option 1C)
472-180-013	15,236	—	15,236 (Alignment Option 1A)

Table 4.9-1 Right-of-Way Requirements by Parcel (Approximate)

Assessor's Parcel Number	Proposed Project Right of Way Required (square feet) ¹	Permanent Easement Required (square feet) ²	Alignment Options Right of Way Required (square feet) ³ (none required under Alignment Option 1C)
472-180-014	10,498	—	10,498 (Alignment Option 1A)
472-200-028	11,072	—	11,072 (Alignment Option 1A) 2,043 (Alignment Option 1C)
472-200-030	50,692	—	50,692 (Alignment Option 1A) 27,208 (Alignment Option 1C)
472-200-031	85,729	—	Same
472-250-003	—	—	15,338 (Alignment Option 1A)
472-360-053	2,515	—	5,161 (Alignment Option 1A) 2,515 (Alignment Option 1C)
472-360-079	1,378	—	Same
472-360-080	3,998	—	Same
472-360-084	764	—	Same
014-252-019	—	—	686 (Alignment Option 1C)
Total	272,780 (6.57 acres)	12,466 (0.29 acres)	various

Notes:

1. Total square footage, by parcel number, for the proposed project.

2. Permanent easement requirements are the same for the proposed trail alignment and alignment options.

3. Total square footage, by parcel number, for the trail with either Alignment Option 1A, 1C, or 5A. Unless noted, the total would be the same for any of the alignment options.

Source: Data compiled by Ascent Environmental, Inc. in 2014.

Portions of an existing access road west of residences on Mallard Lane would be relocated or reconstructed. If necessary, access gates and fences would also be relocated or reconstructed, and access would be maintained. One commercial property on Riverside Avenue, could require modifications to access to the rear of the property; however, the proposed project would not affect public access at the main entrance.

Conclusion

Although constructing the multi-use trail would create a linear travel corridor, the corridor would provide linkages through, rather than divide, the community. In addition, the project would not involve any change in access to the 38 parcels requiring right-of-way acquisition. Thus, this impact would be **beneficial**.

Alignment Option 1A

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. Effects on established communities under Alignment Option 1A would be the same type and of the same magnitude as under the Proposed Trail Alignment, although this option would require the acquisition of 17,984 more square feet than the Proposed Trail Alignment. Alignment Option 1A would include right-of-way requirements on one additional parcel and on a larger portion of one parcel than would be required under the proposed trail alignment. Exhibit 4.9-11 shows the estimated right-of-way and easement requirements under this alignment option. For the reasons described above for the Proposed Trail Alignment, this impact would be **beneficial**.

Alignment Option 1C

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. Effects on established communities under Alignment Option 1C would be the same type and magnitude of as under the Proposed Trail Alignment, although this option would require the acquisition of 55,881 fewer square feet than the Proposed Trail Alignment, because the trail would travel on the east side of Dry Creek instead of behind the commercial properties on Riverside Avenue. Exhibit 4.9-12 show the estimated right-of-way and easement requirements under this alignment option. Compared to the proposed project, Alignment Option 1C would include small right-of-way requirements on two parcels on the east side of Dry Creek and one parcel north of Darling Way. It would require less acquisition on five parcels along Riverside Avenue. For the reasons described above for the Proposed Trail Alignment, this impact would be **beneficial** under Alignment Option 1C.

Alignment Option 5A

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. Effects on established communities under Alignment Option 5A would be the same type and magnitude of as under the Proposed Trail Alignment, although this option would require the acquisition of 14,603 fewer square feet than the Proposed Trail Alignment. Exhibit 4.9-13 shows the estimated right-of-way and easement requirements under this alignment option. Compared to the proposed project, Alignment Option 5A would not require acquisition on five parcels north of Linda Creek, but it would require acquisition from three parcels south of Linda Creek. For the reasons described above under the Proposed Trail Alignment, this impact would be **beneficial**.

Mitigation Measures

None required.

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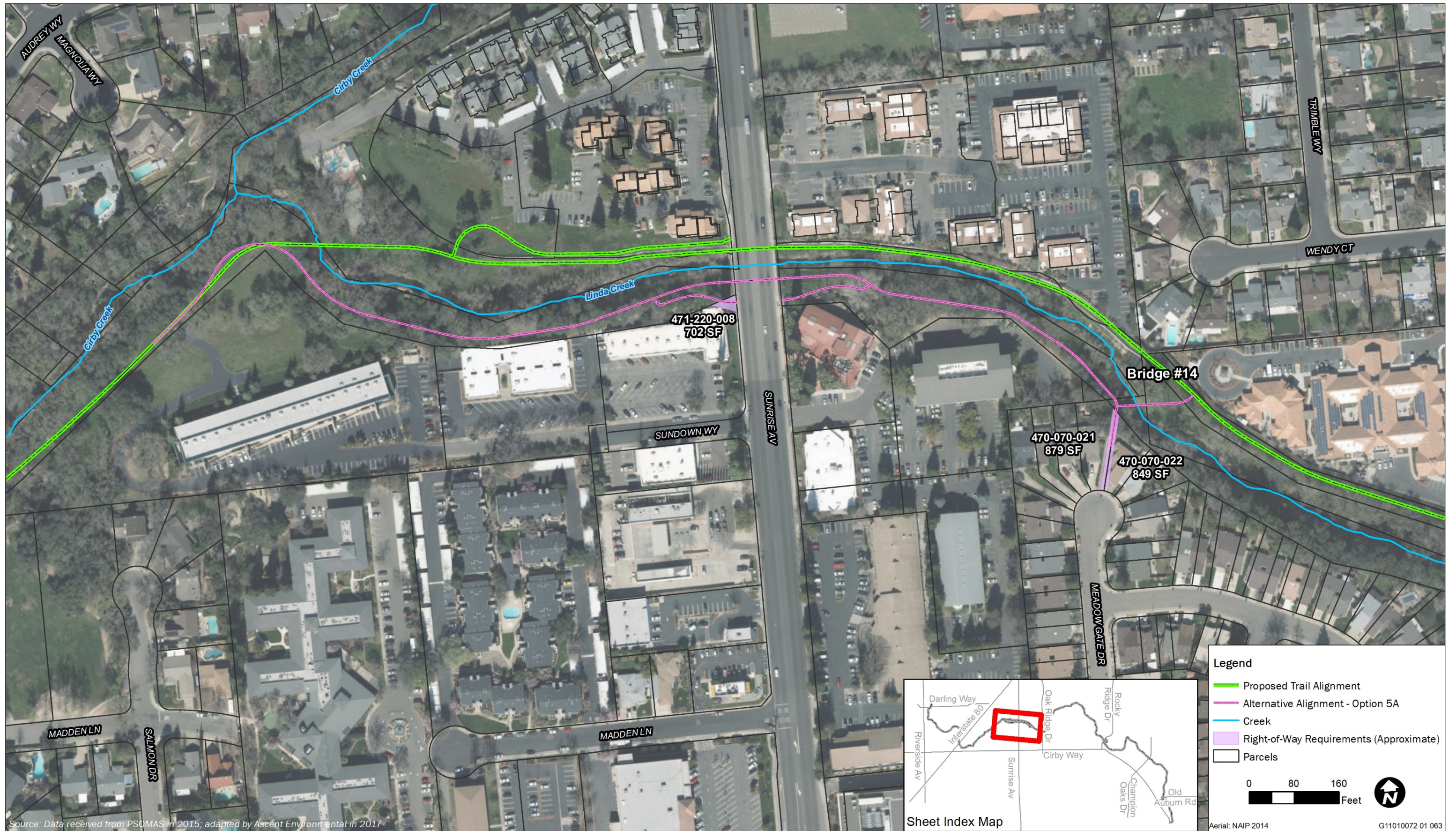
Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Aerial: NAIP 2014 G11010072 01 061



Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Aerial: NAIP 2014 G11010072.01 062



Source: Data received from PSOMAS in 2015; adapted by Ascent Environmental in 2017

Legend

- Proposed Trail Alignment
- Alternative Alignment - Option 5A
- Creek
- Right-of-Way Requirements (Approximate)
- Parcels

0 80 160 Feet

Aerial: NAIP 2014 G11010072.01 063



