

EXECUTIVE SUMMARY

The Dry Creek Greenway Multi-Use Trail consists of a 4.25 mile multi-use pathway between the existing Saugstad/Royer Park trail, near Darling Way/Riverside Avenue on the west, to the City limits, just past the Old Auburn Road/South Cirby Way intersection on the east. The trail will serve as an alternative to using busy City streets, as well as an important recreational amenity for residents and will ultimately provide an important regional connection for the greater South Placer/Sacramento area.

During the feasibility study phase of the project completed in 2009, a recommended alignment was developed for the majority of the trail. There were two segments of the trail where the Stakeholder Working Group did not reach a consensus on a recommended alignment. These were referred to as Segment #1 and Segment #5 in the feasibility study.

Summary of 2013 Updated Feasibility Analysis

Each of the alignment options were evaluated using a based on criteria developed during the Feasibility Study Phase of this project, in conjunction with the Stakeholders Representative Group, and based on the ability of each option to meet the project goals and objectives as well as the selected criteria. The matrix was used to compare benefits, constraints, advantages and disadvantages of each option.

Key Findings

Based on the performance of the options as measured against the established criteria, the key findings of the evaluation are as follows:

➤ *Segment 1:*

- o **Preliminary Hydraulic Analysis:** None of the options will adversely affect the water surface elevation (WSE) for the 100-year design storm.
- o **Biological Resources:**
 - Option 1A will result in substantial native oak tree removal and greater effects on the riparian woodland habitat that supports anadromous fish habitat of Cirby and Dry Creek compared to Options 1B and 1C.
 - Options 1B and 1C are in close proximity to elderberry shrubs (that serve as habitat for the Valley Elderberry Longhorn Beetle) compared to Option 1A.
 - The relative effect of Option 1A upon biological resources is anticipated to be greater than Options 1B and 1C.
- o **Construction Costs:** Option 1A has a higher construction cost than the other two options.
- o **Right of way:** Option 1C requires the least property acquisition.
- o **Access and Connectivity:** Option 1C provides a continuous off-street path for trail users. The other options include a circuitous alignment across Darling Way Bridge.
- o **Community:** Option 1C is located directly adjacent to residential properties along Hernandez Lane.
- o **Constructability:**

- A portion of Option 1C is located in an extremely confined area between residential property boundaries and the steep creek bank.
 - Portions of Option 1A will be challenging to construct due to the steep terrain.
 - Construction of Option 1B is anticipated to be less challenging than Option 1A.
 - o **Aesthetics/Compatibility:**
 - Options 1A includes one bridge whose soffit will be located 3 ft above the 200-yr WSE. This bridge and approach fills will be visible from properties located on the west side of Dry Creek and may be partially visible from property owners along Hernandez Lane and Machado Way.
 - Options 1B and 1C include two bridges whose soffits will be located 3 ft above the 200-yr WSE. These bridges and approach fills will be visible from properties located on the west side of Dry Creek and less visible from the majority of property owners along Hernandez Lane and Machado Way.
- *Segment 5:*
- o **Preliminary Hydraulic Analysis:**
 - None of the options will adversely affect the WSE for the 100-year design storm.
 - Options 5B and 5C will include a bridge located within the Floodway and will, therefore, require mitigation for any impact to the WSE.
 - o **Biological Resources:**
 - Option 5A will have greater effects upon oak woodland habitat due to tree removal and grading that will be required along the unimproved southern bank.
 - Options 5B and 5C would potentially affect a greater area of an existing planting mitigation site.
 - o **Construction Costs:** Construction costs for Options 5B and 5C will be less than Option 5A, because the existing maintenance bench will be utilized and it will not include the cost of Bridge #14.
 - o **Right of way:** Option 5B would require the most right of way acquisition compared to Option 5C and 5A.
 - o **Access and Connectivity:**
 - Portions of Options 5B and 5C will be located at or below the 2-year WSE.
 - Option 5A will provide full access to Sunrise Ave, Option 5B will provide partial access, and Option 5C will not provide access.
 - Option 5C will not be readily accessible from Sunrise Ave raising safety concerns.
 - o **Community:** Portions of Options 5A and 5B will be located in close proximity to commercial properties.
 - o **Constructability:**

- Construction of Option 5A will be more challenging than the others Option 5B and 5C.
- o **Aesthetics/Compatibility:**
 - Option 5A will include Bridge #14, which will be visible from adjacent residential and commercial properties.
 - The portions of Options 5A and 5B located in close proximity to commercial properties will likely require fencing or screening.

Project Development Team Conclusions

Based upon the results of the evaluation, the project development team concludes that the Draft EIR incorporate a proposed alignment and alternatives as follows:

- Segment 1:
 - o Option 1B – proposed alignment.
 - o Option 1C – this option is to be carried forward as an alternative alignment in the environmental document.
 - o Option 1A – this option is to be carried forward as an alternative alignment in the environmental document.
- Segment 5:
 - o Option 5B - proposed alignment.
 - o Option 5A – this option is to be carried forward as an alternative alignment in the environmental document.
 - o Option 5C – this option is considered and rejected as a viable alternative since it does not meet the objectives of the project.