

CEQA FINDINGS OF FACT
FOR
THE BIKEWAY MASTER PLAN AMENDMENTS PROJECT

(SCH# 2003052105)

Prepared By:

City of Sacramento

June 2004

RESOLUTION NO. 2004-790

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A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SACRAMENTO CERTIFYING THE ENVIRONMENTAL IMPACT REPORT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE PROPOSED BIKEWAY MASTER PLAN AMENDMENTS

The City Council of the City of Sacramento does hereby find, determine, and resolve as follows:

I. CEQA FINDINGS

1. The City Council finds that the Environmental Impact Report for the Bikeway Master Plan Amendments project (herein EIR) which consists of the Draft EIR, and Final EIR (Response to Comments) and Appendices, has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), and the State CEQA Guidelines.
2. The City Council certifies that the EIR was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, and the State CEQA Guidelines, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in accordance with the requirements of CEQA, and the State CEQA Guidelines.
3. The City Council certifies that the EIR has been presented to it and that the City Council has reviewed it and considered the information contained therein prior to acting on the proposed project and that the EIR reflects the independent judgment and analysis of the City.
4. Pursuant to CEQA Guidelines Section 15093, and in support of its approval of the Bikeway Master Plan Amendments project, the City Council hereby adopts the attached Findings of Fact and a Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented.

II. PROCEDURAL FINDINGS

1. The City of Sacramento caused an Environmental Impact Report ("EIR") on the Project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq. (CEQA), the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 et seq.
2. A Notice of Preparation of the Draft EIR was filed with the Office of Planning and Research on May 22, 2003 and was circulated for public comment from May 22, 2003

to June 20, 2003.

3. A Notice of Completion (NOC) and copies of the Draft EIR were distributed to the State Clearinghouse on January 5, 2004, to those public agencies that have jurisdiction by law with respect to the Project, and to other interested parties and agencies. The comments of such persons and agencies were sought.
4. An official forty-five (45) day public review period for the Draft EIR was established by the State Clearinghouse. The public review period began on January 5, 2004 and ended on February 18, 2004.
5. A Notice of Availability (NOA) was distributed to all interested groups, organizations, and individuals on December 30, 2003, for the Draft EIR. The Notice of Availability stated that the City of Sacramento had completed the Bikeway Master Plan Amendments Draft EIR and that copies were available at the City of Sacramento, 1231 I Street, Room 300, Sacramento, California 95814. The letter also indicated that the official forty-five day public review period for the Draft EIR would end on February 18, 2004.
6. A public notice was posted with the Sacramento County Clerk/Recorder's Office on January 6, 2004 stating that the City of Sacramento had completed the Bikeway Master Plan Amendments Draft EIR and that copies were available at the City of Sacramento, 1231 I Street, Room 300, Sacramento, California 95814. The notice also indicated that the official forty-five day public review period for the Draft EIR would end on February 18, 2004.
7. Following closure of the public comment period, the Draft EIR was supplemented to incorporate comments received and the City's responses to said comments. The comments did not result in changes to the DEIR text. In addition, staff initiated changes were not made to the DEIR. Therefore, in accordance with CEQA Guidelines, Section 15088.5, recirculation of the EIR is not required.
8. Following notice duly and regularly given as required by law, and all interested parties expressing a desire to comment thereon or object thereto having been heard, the EIR and comments and responses thereto having been considered, the City Council makes the following determinations:
 - A. The EIR consists of the Draft EIR, and Final EIR (Responses to Comments) and appendices.

- B. The EIR was prepared and completed in compliance with CEQA.
 - C. The EIR has been presented to the City Council, which reviewed and considered the information therein prior to acting on the Bikeway Master Plan Amendments project, and they find that the EIR reflects the independent judgment and analysis of the City of Sacramento.
9. The following information is incorporated by reference and made part of the record supporting these findings:
- A. The Draft and Final EIR and all documents relied upon or incorporated by reference as listed in Chapter 10, References, of the Bikeway Master Plan Amendments Draft EIR.
 - B. The Mitigation Monitoring Plan dated June 2004.
 - C. Testimony, documentary evidence and all correspondence submitted or delivered to the City in connection with the City Council hearing on this project and associated EIR.
 - D. All staff reports, memoranda, maps, letters, minutes of meetings and other documents relied upon or prepared by City staff relating to the project (e.g. references contained in Chapter 10 of the DEIR), including but not limited to, City of Sacramento General Plan and the Draft and Final EIR for the City of Sacramento General Plan Update.

III. FINDINGS OF FACT REGARDING THE ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED BIKEWAY MASTER PLAN AMENDMENTS PROJECT

The Proposed Project includes an amendment to the existing 2010 Sacramento City/County Bikeway Master Plan. The current amendment includes the placement of new alignments throughout the various communities of the City. The Proposed Project also includes the removal of several proposed alignments within the North Natomas Community Plan area. The existing policy framework relating to the establishment, use and maintenance of bikeways established in the 2010 Sacramento City/County Bikeway Master Plan and other City planning documents is assumed to continue with little or no change. The Proposed Project includes the establishment of new on-and off-street bikeway alignments that builds-on and

modifies the existing established system, thereby allowing the City to more fully attain existing bikeway goals and policies. The new or modified alignments may involve crossings of canals, roadways, or other obstacles resulting in potential effects associated with sensitive environmental features (e.g., biological, cultural, traffic, etc.). The alignments proposed are to be considered at the program level. Further refinement of the alignments will occur in the future as funding for individual segments becomes available. As such, current environmental review will be done at the program level, with follow-up detailed environmental review conducted in the future.

These Findings are prepared pursuant to the California Environmental Quality Act ("CEQA") (Pub. Resources Code, §21000 et seq.). (See Pub. Resources Code, § 21081, 21081.5 and 21081.6, and CEQA Guidelines 15091 through 15093). Because the EIR indicates that implementation of the project (or project alternatives) would result in potentially significant impacts, the City is required under CEQA and the State to make certain findings with respect to these impacts. The required findings appear in the following sections of this document. This document lists all identified potentially significant and significant impacts of the project, as identified in the EIR. The following identifies the significant impacts of the project, all of which can be avoided due to implementation of mitigation measures. These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

1. LESS-THAN-SIGNIFICANT IMPACTS WITH RECOMMENDED MITIGATION

Although the construction emissions generated by the project were identified as less-than-significant in the Bikeway Master Plan Amendments Draft EIR, the EIR recommends that additional mitigation measures be included to reduce impacts well below identified thresholds of significance. In this section of the Findings of Fact for the proposed Bikeway Master Plan Amendments project, the City identifies feasible mitigation deemed necessary to further reduce one less-than-significant air quality impact.

A. Impact 6.2-2 Construction Emissions of ROG, NOx, CO, and PM10

Less-Than-Significant Impact

Construction emissions would generate PM10, NOx, and ROG emissions. This phase of construction would generate an estimated 23 lbs/day of PM10, 61

lbs/day of NOx, and a maximum of 8 lbs/day of ROG. These emissions would not exceed the SMAQMD construction threshold of significance for PM10, NOx, and ROG emissions and would result in a less-than-significant impact.

Finding

The City finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

Implementation of the measures listed below will reduce the Proposed Project, impacts to a **less than significant** level. Further project specific analysis and mitigation will be required when design details and construction methods of the proposed site preparation phases are available.

- (A) Prior to construction of any future phase of the project, a project specific analysis of construction emissions shall be conducted and additional project specific mitigation measures may be employed.
- (B) Based on the project-specific analysis, the size and schedule of bikeways to be developed at a single time may be limited. Mitigation measures, such as the following, shall be employed to reduce emission impacts to a less than significant threshold:

If PM₁₀ thresholds are exceeded, the following mitigation measures shall be considered:

- Enclose, cover, or water twice daily all soil piles,
- Install automatic sprinkler system on all soil piles,
- Water all exposed soil twice daily,
- Water all exposed soil with adequate frequency to keep soil moist at all times,
- Water all haul roads twice daily,
- Pave all haul roads,
- Maintain at least two feet of freeboard,
- Cover load of all haul/dump trucks securely,
- Apply nontoxic soil stabilizer to all inactive construction areas,
- Replace groundcover in disturbed areas quickly,

- Reduce speeds on all unpaved roads to 15 miles per hour or less,
- Properly maintain equipment,
- Use methanol, natural gas, propane, or butane powered equipment instead of diesel, and
- Develop and implement trip reduction plans.

If ROG thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Use methanol, natural gas, propane, or butane powered equipment instead of diesel,
- Develop and implement trip reduction plans,
- Use asphalt with a VOC content less than compliance levels, and
- Use architectural coatings with VOC content less than compliance levels.

If NO_x thresholds are exceeded, the following mitigation measures shall be considered:

- Properly maintain equipment,
- Develop and implement trip reduction plans, and
- Use NO_x-reducing alternative fuels in construction equipment engines.

During bike lane construction, the following measures shall be used to minimize fugitive dust:

- Use, where feasible, water or chemicals for control of dust in the demolition of existing buildings or structures, during construction operations, and in the clearing of land, and
- Apply water, asphalt oil, or suitable chemicals on dirt roads, material stockpiles, or other surfaces that can give rise to airborne dusts

2. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED IN THE EIR

In this section of the Findings of Fact for the proposed Bikeway Master Plan Amendments project, the City, as authorized by Public Resources Code

Section 21081 and Title 14, California Administrative Code Sections 15091, 15092, and 15093, identifies the significant impacts that can be reduced through mitigation measures to a less-than-significant level. These mitigation measures are hereby incorporated into the description of the project and their implementation will be tracked through the Bikeway Master Plan Amendments Mitigation Monitoring Program. As required by Public Resources Code section 21081.6, subdivision (a)(1), in addition to adopting these Findings, the City Council is adopting a MMRP to ensure that, during implementation of the Project, the mitigation adopted and incorporated into the Project by these Findings is implemented, monitored, and enforced.

A. Impact 6.3-2 Construction Noise

Significant Impact

Activities associated with construction at the project site will result in elevated noise levels in the immediate area. Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and would likely occur during normal daytime working hours. If construction activities occur outside the hours of Monday through Saturday from 7 am to 6 pm, and on Sunday from 9 am to 6 pm., this would be considered a **significant impact**.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

The following mitigation measure is recommended to reduce the significant impact for the Proposed Project to a **less than significant** level:

- (A) Construction activities should adhere to the requirements of the City

and County of Sacramento policies with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses.

B. Impact 6.4-1 Special-Status Species

Significant Impact

The Proposed Project could potentially result in both direct and indirect potentially significant impacts to four special-status plant species and 30 special-status animal species. Direct impacts could result from the development of off-street bikeways in riparian woodlands, oak woodlands, and wetlands. The development of bikeways in these areas could potentially require vegetation clearing and the fill of wetlands for bridge crossings. Indirect impacts could include disturbance from construction related activity and from general bikeway usage in certain sensitive areas. Indirect impacts would stem from disturbance to the aforementioned species during the construction and use of the proposed bikeways. The Proposed Project could also result in impacts to nesting birds, which are protected under the Migratory Bird Treaty Act. This is considered a **potentially significant impact**.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

All project related activity in the Natomas Basin shall comply with the conservation measures for special-status species covered by the NBHCP. All project related activity in the North Laguna Creek Wildlife Area shall comply

with the mitigation measures outlined in the North Laguna Creek Wildlife Area Bike Trail Initial Study/Mitigated Negative Declaration. The following mitigation measures are recommended to reduce impacts to special status species associated with the Proposed Project to a **less than significant** level.

- (A) Prior to the implementation of the specific amendments to the Bikeway Master Plan, a biological resources assessment shall be conducted for the project specific area to determine the potential for and the presence of special-status species and nesting birds.
- (B) If special-status species are determined to be present within and adjacent to bikeway alignments, measures shall be taken to avoid direct and indirect impacts to these species. These measures could include, but would not be limited to the following: the redesign of bikeway alignments to avoid sensitive areas and timing construction activity to avoid disturbance during nesting and breeding periods.
- (C) If special-status species are determined to present within and adjacent to bikeway alignments, measures shall be taken to minimize direct and indirect impacts to these species. These measures could include, but would not be limited to the following: the fencing off of sensitive areas during construction activity, worker awareness training, posting signs in sensitive areas educating the public on the presence of sensitive resources, and installing permanent structures to discourage off-trail riding through sensitive areas.
- (D) Survey protocols and mitigation measures for federally and state endangered and threatened species shall follow guidelines developed by USFWS and CDFG for individual species. Applicable protocols and mitigation measures would include, but would not be limited to the following: for listed plants - USFW's *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants*; for giant garter snake - USFWS's *Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat and Standard Avoidance and Minimization Measures During Construction Activities in Giant Garter Snake (Thamnophis gigas) Habitat*; for Swainson's hawk - CDFG's *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California*; for

valley elderberry long horn beetle - USFWS's *Conservation Guidelines for the Valley Elderberry Longhorn Beetle*; and for vernal pool crustaceans USFWS's *Interim Survey Guidelines to Permittees for Recovery Permits under Section 10(a)(1)(A) of the Endangered Species Act for the Lister Vernal Pool Branchiopods*.

- (E) If nesting birds are determined to be within or immediately adjacent to specific bikeway alignments, construction activity will be delayed until nestlings have fledged.

C. **Impact 6.4-2 Waters Of The U.S**

Significant Impact

The Proposed Project could potentially result in potentially significant impacts to Waters of the U.S. These impacts would result from the three proposed bridge crossing of waters under the jurisdiction of the USACE. Indirect impacts to waters of the U.S. could result from incidental fill to waters adjacent to proposed bikeways. The construction of several proposed bikeways on existing levees could result in impacts to water quality and habitat in these features. This is considered a **potentially significant** impact.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

The following mitigation measures are recommended to reduce impacts to Waters of the U.S. associated with the Proposed Project to a **less than significant** level.

- (A) A formal delineation of "Waters of the U.S." occurring within Proposed Project areas should be prepared by a qualified biologist and submitted to the USACE for verification. The appropriate Department of the Army permit should be obtained from the USACE prior to the discharge of any fill material within "Waters of the U.S.". The Proposed Project should comply with any required compensatory mitigation for loss of "Waters of the U.S."
- (B) Water Quality Certification should be obtained from the Regional Water Quality Control Board prior to development of the Proposed Project areas.
- (C) Prior to any modification of intermittent drainages, formal notification of streambed alteration should be provided to the CDFG and a Streambed Alteration Agreement should be obtained, if required.

D. Impact 6.4-3 Impacts to City Street Trees

Significant Impact

A "City street tree" is defined as any tree growing on a public street right-of-way. The development of on-street bikeways on existing roads could possibly require road widening, which could result in direct and indirect impacts to City street trees. These potentially significant impacts could result from construction activities such as curb removal, trenching, and material stockpiling resulting in soil compaction. Any loss of the urban tree canopy in the City would likely result in the following impacts: loss of aesthetic and biological values that trees provide, loss of shade currently shielding residences from summer heat, and loss of nesting habitat for bird species. This is considered a **potentially significant impact**.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in

the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

The following mitigation measures are recommended to reduce impacts associated with the Proposed Project to a **less than significant** level. All Project related activity must comply with the provisions of Sacramento City Codes Chapter 12.56. The following measures should be implemented when working in the immediate vicinity of City street trees.

- (A) An ISA (International Society of Arboriculture) certified arborist shall perform an examination of damage to trees and roots during construction activity. An appraisal of damage will be assessed, and this damage should be mitigated by measures such as planting new trees. Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA.
- (B) If the project arborist determines that excavation and/or root severing has weakened the tree or surrounding soil, a safety evaluation will be performed. If the tree is deemed to be unsafe due to possible soil failure and felling of the tree, the tree may need to be removed.
- (C) All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing. Any tree roots to be severed shall be the maximum feasible distance from the trunk. Any roots over one-inch in diameter that are damaged as a result of construction activities shall be traced back and cleanly cut behind any split, cracked, or damaged area.
- (D) Any pruning required for equipment clearance or other construction activities shall be carried out or supervised by an ISA certified arborist.
- (E) The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree, etc.). The contractor will hire an ISA certified arborist to do the appraisal, submit a report for review by the City Arborist, and mitigate for

damages.

- (F) To maintain the aeration and soil conditions under the drip line of the trees, existing unpaved areas between the existing curbs and sidewalks should not be used as areas for the temporary storage of construction related equipment and fill material.

E. Impact 6.4-4 Impacts to City Heritage Trees

Significant Impact

The development of off-street bikeways in Discovery Park and Natomas Oaks Park in the community of South Natomas could result in direct and indirect impacts to City heritage trees. These impacts would result from the direct loss of heritage trees through clearing of vegetation for the two proposed bikeways in Discovery Park (South Natomas Amendment #s 8 & 9) and indirect impacts to heritage oaks in Natomas Oaks Park (Amendment # 14) through soil compaction in root zones. The loss of these trees would likely result in the following impacts: loss of aesthetic and biological values that trees provide and loss of nesting habitat for bird species, including special-status species. This is considered a **potentially significant impact**.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

All Project related activity must comply with the provisions of Sacramento City Codes Chapter 12.64. The following mitigation is recommended to reduce significant impacts for the Proposed Project to a **less than significant** level.

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- (A) Prior to construction in areas potentially supporting Heritage Trees, an ISA certified arborist shall conduct an inventory of trees within and adjacent to the bikeway alignment. The bikeway plans and results of the inventory shall be forwarded to the City Arborist for review and comment prior to commencement of construction activities. The plans shall be forwarded to the City Arborist early enough in the design process to assure that suggested changes can be incorporated into the final design. Suggested changes could include reconfiguring alignments in relation to the driplines of heritage trees, pruning recommendations, treatment of soil within and around the dripline of heritage trees, etc.
- (B) Prior to any construction activity, protective fencing shall be installed around the drip lines of adjacent heritage trees. Within the fenced area there shall be no storage of materials or equipment, no parking of vehicles, and no trenching or grade changes.
- (C) All roots shall be cut clean. Any roots greater than 2-inches in diameter require an inspection by an ISA certified arborist prior to severing.
- (D) Any pruning required for building or equipment clearance shall be carried out or supervised by an ISA certified arborist.
- (E) The contractor shall be held liable for any damage to existing trees (e.g. trunk wounds, broken limbs, pouring of any deleterious materials or washing out concrete under the drip line of the tree). Damages will be assessed using the "Guide to Plant Appraisal" ninth edition published by the ISA. The contractor will hire an ISA certified arborist to do the appraisal and submit a report for review by the City Arborist.
- (F) Any heritage trees that can't be avoided must be permitted by the Director of Parks and Recreation department for removal, subject to appeal provisions.

F. Impact 6.5-1 Impacts to Bicycle Transportation due to Barriers

Significant Impact

North Natomas / South Natomas – The amended bikeway facilities were analyzed in terms of potential conflicts with barriers, namely I-5, the American River, and various canal and railroad crossings. Various off-street crossings of I-5 and I-80 within North and South Natomas would be dedicated pedestrian/bikeway crossing structures. On-street crossings of I-5 and I-80 within North and South Natomas would be located along future roadways, which would provide class II bikeways with provisions for safe bicycle crossings at freeway ramp intersections. This is considered a **potentially significant impact**.

East City / McKinley Park – The H Street Crossing location has been identified as being physically constrained by the UP railroad bridge structure. The roadway width through the tunnel beneath the railroad currently does not provide enough width to safely accommodate an unstriped class III bike route. This is considered a **significant impact**.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

The following mitigation measures are recommended to reduce the significant impact for the Proposed Project to a **less than significant** level:

- (A) *North Natomas / South Natomas* – Adequate bicycle access across the American River between Natomas and Downtown Sacramento should be provided. If both proposed amended routes are eliminated, it is recommended that either an alternative direct crossing be established across the river, or that a class I or class II bikeway be provided along as much of the existing route as possible. This route would pass

through Discovery Park, with the understanding that bicycles would need to utilize the Jiboom Street Bridge along which only a class III bike route could be designated.

- (B) *East City/McKinley Park (H Street Crossing)* – Mitigation includes the removal of one westbound lane to accommodate a striped class II bike route. The City of Sacramento is currently evaluating whether both westbound lanes are necessary. The removal of this lane for motorized vehicular travel may shift traffic to another roadway such as J Street. The City of Sacramento shall evaluate the traffic impact that would occur on J Street prior to the development of the H Street bikeway. This segment of bikeway will be constructed only if the resulting traffic study show a less than significant impact on J Street. This segment of bikeway will not be constructed if J Street experiences a significant impact from the traffic shift.

G. Impact 6.5-2 Impacts to Bicycle Transportation due to Intersection Conflicts

Significant Impact

Accident potential at any and all major intersections is high, and designs must incorporate adequate design standards as established within the 2010 Sacramento City/County Bikeway Master Plan.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

The following mitigation measure is recommended to reduce the significant impact for the Proposed Project to a **less than significant** level:

- (A) Designs shall incorporate adequate design standards as established within the 2010 Sacramento City/County Bikeway Master Plan to reduce impacts to less than significant.

H. Impact 6.5-3 Impacts to Roadways due to Bike Lane Design Conflicts

Significant Impact

There are no safety related issues related to any of the proposed class I (off-street) bikeways. The optimum type of on-street bikeway facility is a dedicated, striped class II bike lane which delineates a separate path of travel for bicycles that separates them from vehicular traffic. Wherever possible, especially along arterial roadways, class II bikeways should be provided. However some of the amendments are located along roadways which are physically constrained by narrow roadway widths or the presence of on-street parking. Those facilities which were identified as being potentially limited to class III bike routes, or those which might be able to provide class II bike lanes with elimination of on-street parking, are listed below. Although bikeways along non-arterial facilities can adequately be designated as class III bike routes, care should be taken when designing the class III facilities to assure they incorporate adequate design standards as established within the 2010 Sacramento City/County Bikeway Master Plan.

East City/McKinley Park (#2 - H Street Crossing) - The roadway width through the tunnel beneath the railroad currently does not provide enough width to safely accommodate an unstriped class III bike route. This is considered a **significant impact**.

Tahoe Park - #5 - 65th Street/Elvas Avenue - Class II bike lanes would be possible through most of the length of roadway if the center turn lane were provided. Additional study is recommended to establish if additional right-of-way can be obtained to provide class II bike lanes while maintaining the

center turn lane.

Finding

As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant environmental impacts listed above as identified in the EIR. The City further finds that this change or alteration in the project is within the jurisdiction of the City to require, and that this measure is appropriate and feasible.

Facts in Support of Finding

The following mitigation measures are recommended to reduce the significant impact for the Proposed Project to a **less than significant** level:

(A) *East City / McKinley Park (#2 – H Street Crossing) – Mitigation* includes the removal of one westbound lane to accommodate a striped class II bike route. The City of Sacramento is currently evaluating whether both westbound lanes are necessary. The removal of this lane for motorized vehicular travel may shift traffic to another roadway such as J Street. The City of Sacramento shall evaluate the traffic impact that would occur on J Street prior to the development of the H Street bikeway. This segment of bikeway will be constructed only if the resulting traffic study show a less than significant impact on J Street. This segment of bikeway will not be constructed if J Street experiences a significant impact from the traffic shift.

Tahoe Park – Mitigation includes additional study to establish if additional right-of-way can be obtained to provide class II bike lanes while maintaining the center turn lane.

3. **SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED**

Significant impacts have not been identified for the Bikeway Master Plan Amendments project that cannot be reduced through mitigation measures to a less-than-significant level.

4. REJECTION OF ALTERNATIVES

CEQA mandates that every EIR evaluate a no-project alternative, plus a range of alternatives which might reduce or avoid the significant impacts of a Proposed Project. Alternatives provide a basis of comparison to the Proposed Project in terms of beneficial, significant, and unavoidable significant impacts. This comparative analysis is used to determine reasonable feasible options for minimizing environmental consequences of implementation of a Proposed Project. For reasons summarized below, the City finds that approval and implementation of the project as amended and as approved is appropriate, and rejects each of the alternatives.

A. ALTERNATIVE A: NO PROJECT ALTERNATIVE (AA)

As required by Section 15126.6(e) of the CEQA Guidelines, the No Project Alternative must be evaluated as part of the EIR. The purpose in addressing the No Project Alternative is to allow decision makers the ability to compare the impacts of the Proposed Project versus no project. The existing condition portion of the No Project Alternative includes the environmental conditions that exist at the time that the environmental analysis is commenced (CEQA Guidelines, 15126.6(e)(2)). The No Project Alternative assumes no development for existing plus project conditions. According to the CEQA Guidelines, the No Project Alternative shall discuss what would reasonably be expected to occur in the foreseeable future if the project were not approved (15126.6(e)(2)). Under the No Project Alternative, no amendments to the 2010 Sacramento City/County Bikeway Master Plan would be adopted.

Finding

Specific economic, social, or other considerations make infeasible the No Project Alternative identified in the EIR and described above.

Facts in Support of Finding

1. The No Project Alternative will not be consistent with local and regional transportation plans and programs.
2. The No Project alternative would not achieve the goal of the development of a bikeway system that will benefit and serve the

recreational and transportation needs of the public.

3. The No Project Alternative would reduce the use of alternative modes of transportation thereby contributing to traffic congestion and air quality degradation.

**B. ALTERNATIVE B: NATURAL RESOURCE SENSITIVE
ALTERNATIVE (AB)**

The Natural Resource Sensitive Alternative would remove or reroute the following amendments with the potential to impact natural resources. Potential loss of habitat and impacts to special-status species would be avoided or reduced through the Natural Resource Sensitive Alternative.

- North Natomas Amendment 15 (East side of East Main Drain Canal) - This segment has potential giant garter snake issues during construction activity and during use by cyclists. Under this alternative, this segment is removed and the alternative routes are proposed.
- South Natomas Amendment 14 (Garden Highway bike trail through Natomas Oaks Park) - This segment has the potential to negatively impact valley oaks, which are protected by City ordinance. Development of this bike path could potentially result in soil compaction in root zones and damage to root systems. In addition, the area is designated as a "nature area" and the bike path could be viewed as conflicting with this intended use. Although the park currently contains a walking trail, this alternative has bicyclists circumventing the park using an alternative route.
- South Natomas Amendment 8 (New all-weather crossing of Discovery Park) - This amendment would require a bridge crossing of Steelhead Creek. This area would be under the jurisdiction of the Army Corps of Engineers and California Department of Fish and Game. Construction of a crossing may not require fill of the Steelhead Creek, but would require work along the bank and potential loss of riparian vegetation and impacts to special-status species.

Finding

Specific economic and social considerations make the Less-Intense Alternative, identified in the EIR and described above, a less desirable alternative for the project applicant and the City.

Facts in Support of Finding

1. The Natural Resource Sensitive Alternative would not attain the project objective of developing a bikeway system that will benefit and serve the recreational and transportation needs of the public to the extent of the Proposed Project.
2. Alternative B would result in the loss of planned bridge crossings in South Natomas would likely result in a mode shift away from bicycle usage to increased vehicle usage resulting in increased congestion, bicycle travel times and air quality degradation.
3. Alternative B would not meet the project objectives to the extent of the Proposed Project.

5. **STATEMENT OF OVERRIDING CONSIDERATIONS**

No Statement of Overriding Considerations is required because, as described in the Final EIR and as found and declared herein, the implementation of the Project will not result in any unavoidable significant adverse environmental effects.