City of Citrus Heights

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

7927 Auburn Boulevard, Citrus Heights, CA 95621
(916) 727-4740 Fax (916) 725-5799

MITIGATED NEGATIVE DECLARATION

Pursuant to Title 14, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations the **City of Citrus Heights** does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Mitigated Negative Declaration for the Project, described as follows:

PROJECT TITLE: 2015 Bikeway Master Plan Update and General Plan Bikeway Map Update GPA-15-01

PROJECT DESCRIPTION: The project is the update of the Bikeway Master Plan and the General Plan Bikeway Map. The proposed project describes a network of existing and proposed Class I, II and III bikeways that are intended to serve the Citrus Heights community. The proposed bikeways are capital improvements that will be built in segments over a 30-year time frame.

For Class I trails, the plan includes just over 4 miles of trails along Arcade Creek and the SMUD Utility Corridor (Priority 1 Trails from the Creek Corridor Trail Project). Class II bike lanes will typically be constructed as part of ongoing road maintenance or roadway Complete streets projects. However, there may be several stand-alone projects for Class II bike lanes.

New bike lanes are not intended to replace existing or planned vehicle lanes. Class III bike routes may involve signs and/or striping of roadways, but will not otherwise affect the designated roads. Right-of-way acquisition may be necessary for both Class I paths and II bike lanes.

PROJECT LOCATION: City-wide

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of Citrus Heights

CONTACT PERSON: Casey Kempenaar, Senior Planner, Planning Department, (916) 727-4740.

NAME OF ENTITY OR AGENCY CARRYING OUT PROJECT: City of Citrus Heights

MITIGATED NEGATIVE DECLARATION: The City of Citrus Heights has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study could have a significant effect on the environment, however, it is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment as mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this Mitigated Negative Declaration. The City of Citrus Heights has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Program.

The attached Environmental Checklist/Initial Study has been prepared by the City of Citrus Heights in support of this Mitigated Negative Declaration. Further information including the project file and supporting reports and studies may be reviewed at the Planning Department, 7927 Auburn Blvd. Citrus Heights, California, 95610.

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Casey Kempenaar, Senior Planner
Citrus Heights Planning Division

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Citrus Heights Bikeway Master Plan and General Plan Bikeway Map Update

1. Project Title:	Bikeway Master Plan and General Plan Update
2. Lead Agency Name and Address:	City of Citrus Heights 6237 Fountain Square Drive Citrus Heights 95621
3. Contact Person and Phone Number:	Casey Kempenaar, Senior Planner (916) 727-4740
4. Project Location:	City-wide
5. Project Sponsor's Name and Address:	City of Citrus Heights 7927 Auburn Blvd Citrus Heights 95621
6. General Plan Designation(s):	Varies
7. Zoning Designation(s):	Varies

8. Description of Project:

Summary

The City of Citrus Heights Bikeway Master Plan is intended to guide and influence bikeway policies, programs and development standards to make bicycling in Citrus Heights more safe, comfortable, convenient and enjoyable for all bicyclists. The Bikeway Master Plan recommends physical improvements, including on-street bike lanes and bike routes, off-street bike paths, and appurtenances such as signs, bike racks and associated improvements.

Background

The City of Citrus Heights adopted its first General Plan in 2000. The General Plan included several policies related to bicycle transportation as well as Map 7: Proposed Bikeway System, largely focused on on-street bicycle facilities.

The first Citrus Heights Bikeway Master Plan (BMP) was adopted in 2009 pursuant to the State of California Bicycle Transportation Act. The 2009 BMP remained largely focused on on-street bikeways; however it also included several off-street (Class 1) bikeway additions. The BMP was updated with minor changes in 2011.

In 2013-2014, the City conducted the Creek Corridor Trail Project (CCTP). This study identified creek and utility corridors considered feasible to accommodate multi-use trail construction for future trail development. In March 2014, the City Council reviewed and accepted the CCTP and directed staff to incorporate only the Priority 1 trail segments into the City's regulatory documents including the Bikeway Master Plan, Pedestrian Master Plan, and General Plan.

Project Objectives

The 2014 BMP and General Plan update is a focused update to:

1. To include off-street multi-use trails (Class 1) identified as Priority 1 in the Creek Corridor Trail Project (CCTP)

2. Reflect changes in bikeways that have been installed since plan adoption

3. Fix errors and omissions or other minor changes

4. Ensure consistency between the General Plan Bikeway Map and the Bikeway Master Plan Map

Bikeway Types

Class I Off-Street Bike Paths –

Class I paths are located in a separate right of way, for the exclusive use of bicycles and pedestrians, with minimal cross flow by motor vehicles. Off-street bike paths are typically paved 10' wide with 2' graded shoulder on each side, for a total width of 14 feet. Class I trails are usually located within open space corridors along creeks, high voltage power line corridors and community/city-wide parks. They may also be located within developments or adjacent to streets for the purpose of providing important bicycle and pedestrian linkages between uses.

Class II On-Street Bike Lanes – Class II bike lanes are areas within paved streets that are identified by striping and signs for bicycle use. Vehicle cross flow is generally permitted at intersections and driveways. In Citrus Heights, bike lanes are typically 4-5 feet wide.

Class III On-Street Bike Route - Class III Bikeways are on-street routes where bikes share the road with cars. Class III routes are intended to provide continuity to the bikeway system and are usually established along through routes not served by Class I or II bike routes, or as an alternative to bicycling on busy streets. Bike routes are designated by signs or permanent markings and are shared by motorists.

Project Description

The proposed project describes a network of existing and proposed Class I, II and III bikeways that are intended to serve the Citrus Heights community. The proposed bikeways are capital improvements that will be built in segments over a 30-year time frame. The existing and proposed bikeway network in the Bikeway Master Plan is shown in Figure 1 and the existing and proposed bikeway network in the General Plan is shown in Figure 2.

For Class I trails, the plan includes just over 4 miles of trails along Arcade Creek and the SMUD Utility Corridor (Priority 1 Trails from the CCTP). Additional controlled and/or grade-separated crossings of other local streets and creeks may be provided. The type of crossing to be used in each location will be subject to further analysis conducted as each project is implemented.

Class II bike lanes will typically be constructed as part of ongoing road maintenance or roadway Complete streets projects. However, there may be several stand-alone projects for Class II bike lanes.

New bike lanes are not intended to replace existing or planned vehicle lanes. Class III bike routes may involve signs and/or striping of roadways, but will not otherwise affect the designated roads. Right-of-way acquisition may be necessary for both Class I paths and II bike lanes.

The total miles of existing and proposed trails are shown in Table 1:

Table 1: Existing and Proposed Bikeway Classification (Miles)

Bikeway Classification	***Existing***	***Proposed***	***Total***
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
Total	**48.9**	**23.8**	**72.7**

Future bikeway improvement projects may involve a single segment or multiple logically connected segments bundled into a single project. The actual number of bikeway miles to be constructed in a given year is unknown and highly variable. Construction phasing will be dependent upon need, suitability, and readiness.

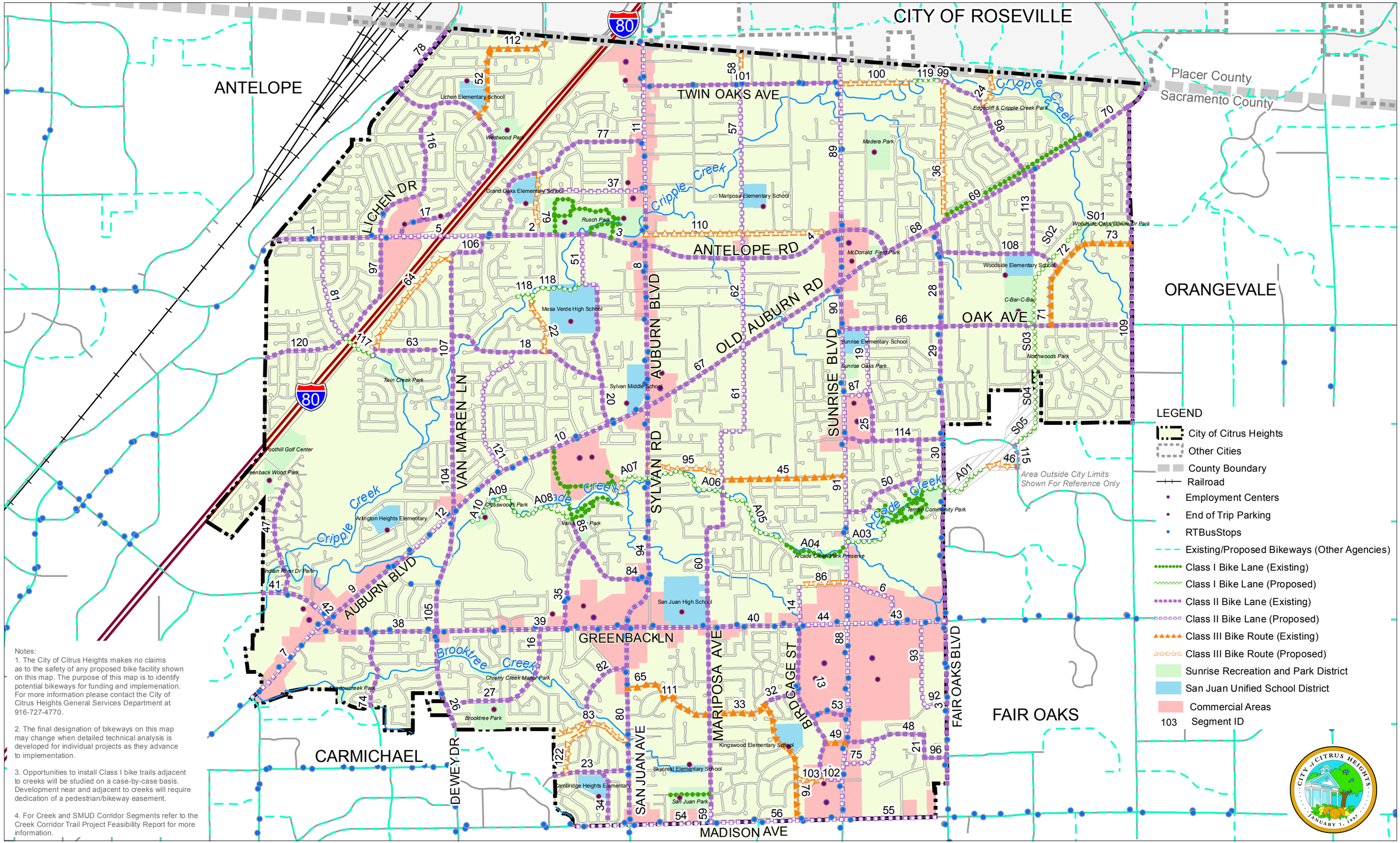
As discussed in the BMP, bikeway support facilities include lighting, signs, bike parking, and trailhead parking lots. Bikeway support facilities may be installed in conjunction with a bikeway project, or as a separate improvement project. Once a bikeway is constructed, it would be operated and maintained in the same way as other pavement and park assets in the City.

As noted previously, this Initial Study is intended as a program-level analysis of the bikeway program and facilities. Specific improvement plans and details are not available at this time and would be part of project level evaluation when bikeway projects are scheduled for implementation.

Funding

The BMP estimates that the cost of fully implementing the proposed bikeway system over the next 30 years will be $52 million. Planning and development processes would be timed to take advantage of funding as it becomes available and to leverage the availability of grant funds.

Detailed information regarding sources of federal, state and local funding is provided in the BMP Update. Funding will generally be directed to higher priority projects as identified in the BMP Update, but will occasionally be directed otherwise based upon project readiness and criteria of a particular funding source.



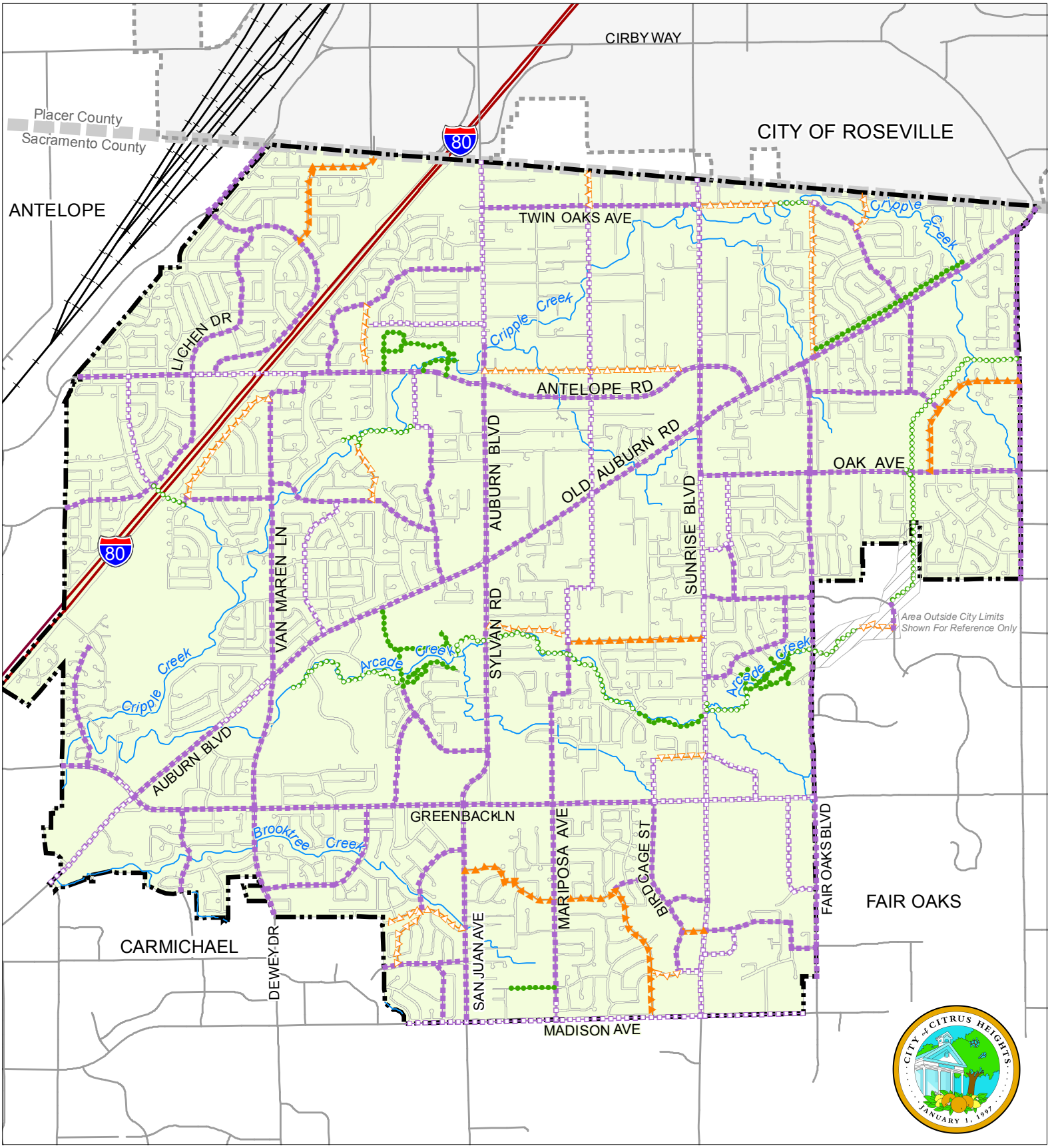
Notes:
1. The City of Citrus Heights makes no claims as to the safety of any proposed bike facility shown on this map. The purpose of this map is to identify potential bikeways for funding and implemenation. For more information please contact the City of Citrus Heights General Services Department at 916-727-4770.

2. The final designation of bikeways on this map may change when detailed technical analysis is developed for individual projects as they advance to implementation.

3. Opportunities to install Class I bike trails adjacent to creeks will be studied on a case-by-case basis. Development near and adjacent to creeks will require dedication of a pedestrian/bikeway easement.

4. For Creek and SMUD Corridor Segments refer to the Creek Corridor Trail Project Feasibility Report for more information.

Proposed Bikeway System
Figure 4



LEGEND

- City of Citrus Heights
- Other Cities
- County Boundary
- Railroad
- Creeks
- Class I Bike Lane (Existing)
- Class II Bike Lane (Existing)
- Class III Bike Route (Existing)
- Class I Bike Lane (Proposed)
- Class II Bike Lane (Proposed)
- Class III Bike Route (Proposed)

Existing and Proposed Bikeway Classification (Miles)			
Bikeway Classification	*Existing*	*Proposed*	*Total*
Class I	4.5	4.9	9.4
Class II	40.9	14.5	55.4
Class III	3.5	4.4	7.9
Total	**48.9**	**23.8**	**72.7**

NORTH 0 0.25 0.5 1 MILES

Map 8
Planned Bikeway System

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☒ Aesthetics	☒ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☒ Land Use and Land Use Planning	☒ Mineral Resources	☒ Noise
☒ Population and Housing	☒ Public Services	☒ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by Lead Agency)
On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation is incorporated to reduce all impacts to a less than significant level. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature	Date
Casey Kempenaar, Senior Planner	City of Citrus Heights
Printed Name	For

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS — Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

a) **No Impact.** The project is not located within a recognized scenic vista.

b) **No Impact.** The project is adjacent to Interstate 80 but this is not designated as a scenic highway. There are no scenic highways within the project vicinity.

c) **Less than Significant.** Implementation of Class II bike lanes and Class III bike routes involves the installation of signs and/or pavement markings on existing or new streets. For several Class II projects, it may also involve nominal street widening. Street improvement projects will be conducted in accordance with City Standards. When considered in context with the entirety of the roadway and compliance with City standards would ensure continuity across the community and would mitigate this potential impact to a less than significant level.

Class I trails include paving, dirt shoulders, vegetation clearing, signs and may include bridges, undercrossings, tunnels or other structures. The trails will traverse open space and parks, and may also be located in proximity to residences and businesses. This would introduce pavement and recreational users into a previously natural aesthetic environment and has the potential to change the character of the private viewsheds enjoyed be homeowners, residents and businesses. However, the City General Plan notes that increasing public access into open space areas is a goal that benefits City residents as a whole. As a result, this impact is considered less than significant.

The City's creek corridors include waterways and their associated riparian habitat. Trails are located in consideration of a number of constraints. These include but are not limited to: Setbacks/avoidance from native oaks, riparian areas, wetlands, and special-status species; topography; setbacks from residences; public safety; compliance with adopted design standards; and availability of right-of-way. As a result, Class I bikeway projects may result in the removal of riparian habitat or other natural features.

The City's tree preservation ordinance is in place to limit impacts to trees within the creek corridors and aid in mitigation for necessary tree removal. Nonetheless, this is considered a potentially significant impact. Mitigation Measures BIO-6& BIO7are intended to minimize the impact on waterways and their associated riparian habitat, including avoidance where feasible reducing this impact to a less than significant level.

During construction, viewers from neighboring properties and adjacent roadways may be able to see construction activities and construction vehicles and equipment. These activities represent an intrusion into the existing visual character of an area, including

open space areas. However, the intrusion would be for a short time period (typically no more than one construction season). As a result, this impact is less than significant.

d) **Less than Significant.** Lighting for Class II bike lanes and Class III bike routes will be provided by existing street lights, or in the case of new roads with new street lights. Street lights are present on all City streets regardless of the presence of bike facilities. Class II and III bikeways do not require increased lighting levels and will not result in new or additional lighting above what is normally required for roadways. Class I bike trails typically do not include lighting; however, lighting may be provided for Class I trails within limited locations or at undercrossings or tunnels. Lighting will be provided consistent with the Zoning Code, which include standards for shielding light to avoid excessive off-site glare. The potential impact is less than significant.

Agricultural and Forest Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

a – e. **No Impact.** There are no areas within the City of Citrus Heights which are designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or areas which are part of Williamson Act Contracts. No lands in the City are zoned for agricultural

purposes. No additional impacts related to the project would impact agricultural resources.

Air Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3.	**AIR QUALITY** — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Impact Analysis

a. **No Impact**. Implementation of the BMP and General Plan Amendment would not conflict with or obstruct implementation of any applicable air quality plan. By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions and air quality improvement.

The City of Citrus Heights General Plan identifies the following goals and policies applicable to Air Quality and relevant to the Proposed Project:

Goal 53: Protect and improve air quality in the Citrus Heights area to the maximum extent possible.

Policy 53.1: Promote measures that improve air quality and help meet air quality attainment standards.

***Action B**. Support the Sacramento Metropolitan Air Quality Management District in its development of improved ambient air quality monitoring capabilities and establishment of standards, thresholds and rules to address and, where necessary, mitigate the air quality impacts of new development.*

***Action C**. Enforce air pollution control measures during construction.*

***Action E**. Assure that recommended inclusions into any regional transportation plan are consistent with the air quality goals and policies of this General Plan.*

Policy 53.3: Promote use of clean alternative fuel vehicles and construction equipment.

***Action A**. Incorporate alternative fuel vehicles into the City fleet to achieve the objective of using clean fuels in 70% of nonsafety City vehicles.*

***Action B**. Adopt a "proactive contracting" policy that gives preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).*

Construction and operation of proposed improvements would be implemented consistent with applicable regulatory standards and requirements, including consistency with all applicable Sacramento Air Quality Management District (SMAQMD) rules and thresholds. Therefore No Impact is anticipated and no mitigation is required.

b. **Less Than Significant With Mitigation Incorporated**. The City of Citrus Heights is located within the Sacramento Valley Air Basin. Local and regional air quality management districts, including the SMAQMD, are responsible for implementing and enforcing emissions standards and other regulations pursuant to federal and State laws. The Sacramento region's air districts work jointly with the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), Sacramento Area Council of Governments (SACOG), county transportation and planning departments, cities and counties, and multiple non-governmental organizations to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs, and emission reducing incentive programs (SMAQMD 2015).[1]

Sacramento County is currently designated as in "attainment" for all state and federal ambient air quality standards, except ozone, PM_{10} and $PM_{2.5}$. The current "non-attainment" status for ozone, PM_{10} and $PM_{2.5}$ signifies that these pollutant concentrations have exceeded the established standard.

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants, the SMAQMD has established significance thresholds for emissions of $PM_{2.5}$ and PM_{10}, and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_X). The significance thresholds, expressed in pounds per day (lbs/day), listed in **Table 2** below are the SMAQMD's current established thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Citrus Heights, as Lead Agency, utilizes the SMAQMD's recommended project-level criteria air pollutant thresholds of significance for CEQA evaluation purposes. Thus, if the Proposed Project's emissions exceed the pollutant thresholds presented in **Table** 2**able 2**, the project would have the potential to result in significant effects to air quality, and affect the attainment of federal and State Ambient Air Quality Standards.

[1] SMAQMD 2015. *Sacramento Metropolitan Air Quality Management District, CEQA Guide* December 2009, Revised May 2011, June 2014, November 2014, June 2015

Table 2 — Current SMAQMD Mass Emissions Thresholds of Significance

Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
ROG	None	65
NO_X	85	65
PM_{10}	80[2]	80[3]
$PM_{2.5}$	82[4]	82[5]

Source: SMAQMD 2015[6]

Construction Emissions

During construction of improvements proposed by the BMP and General Plan Amendment, various standard types of equipment and vehicles would be used to implement construction activities. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction worker commutes, and construction material hauling during the construction work window. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of improvements proposed by the BMP would generate air pollutant emissions intermittently until all construction has been completed, it is not anticipated that implementation of the BMP and General Plan Amendment would result in emissions exceeding SMAQMD established thresholds. However, construction-related activities remain of potential concern due to the fact that the City is currently designated as "non-attainment" for ozone and PM.

Operational Emissions

Operational emissions of ROG, NO_X, $PM_{2.5}$, and PM_{10} are generated by mobile and stationary sources, including day-to-day activities such as vehicle trips to and from a given site, heavy equipment operation, natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). Implementation of the BMP and the General Plan Update are not anticipated to result in a substantial increase in vehicle trips, nor would proposed improvements significantly modify the existing land use or operations within individual sites. Implementation of the BMP would not involve mobile, stationary, or area sources and new operational emissions would therefore not occur. Therefore, the Proposed Project would be considered to result in a less than significant impact associated with operational emissions.

[2] Assumes all feasible BACT/BMPs are applied.
[3] Assumes all feasible BACT/BMPs are applied.
[4] Assumes all feasible BACT/BMPs are applied.
[5] Assumes all feasible BACT/BMPs are applied.
[6] SMAQMD 2015. *Sacramento Metropolitan Air Quality Management District, CEQA Guide* December 2009, Revised May 2011, June 2014, November 2014, June 2015

Conclusion

Implementation of the BMP and General Plan Amendment is not anticipated to exceed the current applicable thresholds of significance for air pollutant emissions operation. However, due to the fact that proposed improvements would be designed and constructed over a thirty year timeframe, it is impossible to anticipate future regulatory thresholds and analyze potential construction-related impacts for individual projects. Therefore, implementation of the BMP and General Plan Amendment would result in Less Than Significant With Mitigation Incorporated construction-related impacts related to air quality. Implementation of Mitigation Measure AQ – 1 would reduce potential impacts to less than significant levels.

c. **Less Than Significant Impact.** The City of Citrus Heights is currently designated as "non-attainment" for ozone and PM. Projected growth and combined population, vehicle usage, and business activity within the City, in combination with other past, present, and reasonably foreseeable projects within the City and surrounding areas, could either delay attainment of established standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases.

Implementation of the BMP and General Plan Amendment would only involve emissions during construction, as proposed improvements would not require frequent maintenance and would not result in a substantial increase in long-term operational emissions. Construction emissions would be short-term in duration, and would be implemented intermittently throughout a thirty-year timeframe. Accordingly, the incremental contribution of the Proposed Project's construction-related emissions would not be considered cumulatively considerable. Therefore, the Proposed Project would result in a Less Than Significant Impact, cumulatively. No mitigation is required.

d. **Less Than Significant Impact**. Development of the BMP and General Plan Amendment would not involve on-site operations other than recreational use by pedestrians and bicyclists. Emissions of diesel particulate matter (DPM) resulting from construction-related equipment and vehicles would be temporary and sensitive receptors (surrounding neighborhood residents) would not be exposed to substantial long-term concentrations of DPM emissions associated with construction of proposed improvements.

Implementation of the BMP and General Plan Amendment would not introduce any sensitive receptors to the area, and, thus, would not expose new sources of sensitive receptors to any existing sources of substantial pollutant concentrations.

In conclusion, the Proposed Project would not introduce sensitive receptors to the area and would not generate substantial levels of pollutant concentrations that would affect existing sensitive receptors in the area. Therefore, impacts related to exposing sensitive receptors to substantial pollutant concentrations would be considered a Less Than Significant Impact. No mitigation is required.

e. **Less Than Significant Impact**. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Project-related odor emissions would be limited to the construction period, when emissions from equipment may be evident in the immediately surrounding area. These activities would be short-term and would not result in the creation of long-term objectionable odors. This impact is therefore considered to be a Less Than Significant Impact. No mitigation is required.

Mitigation Measures

Mitigation Measure AQ – 1:
Prior to implementation of any improvements proposed by the Master Plan that require a grading permit, the City shall consult with the SMAQMD. This consultation shall determine if a project-specific air quality analysis for project construction would be required. If a project-specific air quality analysis is required, the City shall conduct the analysis using the SMAQMD's Guide to Air Quality Assessment and recommended methodology. The methodology may include, but not be limited to, the SMAQMD's screening criteria, the California Emissions Estimator Model (CalEEMod), the SMAQMD's Roadway Construction Emissions Model (appropriate for bike paths and trails), or other methodology identified by SMAQMD. Should the project-specific analysis estimate that emissions, (including GHG emissions) could exceed the SMAQMD thresholds, the project shall incorporate the appropriate level of SMAQMD mitigation measures, which may include additional fugitive dust/particulate matter control as well as the applicable standard construction mitigation measures, or other measures identified to reduce GHG emissions in accordance with the current SMAQMD CEQA Guide to Air Quality Assessment.

Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis

a. **Less Than Significant Impact With Mitigation Incorporated**. The City of Citrus Heights Bikeway Master Plan (BMP) is proposing a conceptual planning framework for the development of existing and proposed Class I, II, and III bikeways intended to serve the community of Citrus Heights. A Biological Resources Assessment (BRA) was prepared for the Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California. The Study Area for the BRA was defined as a 100-foot buffer around the proposed trail alignments (Study Area) (**Figure 3**). A table identifying regionally occurring special-status species was compiled based on the California Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service (USFWS) Information and Planning Conservation (IPaC), and the California Native Plant Society (CNPS) lists. Biological surveys were subsequently conducted to determine whether regionally occurring special-status species occur or have the potential to occur within the Study Area based on the presence of the species or presence of habitat required by the species. The following set of criteria has been used to determine each species potential for occurrence within the Study Area:

Present: Species known to occur within the Study Area based on CNDDB records and/or observed within the Study Area during the biological surveys.

High: Species known to occur on or near the Study Area (based on CNDDB records within 5 miles and/or based on professional expertise specific to the Study Area or species) and there is suitable habitat within the Study Area.

Low: Species known to occur in the vicinity of the Study Area and there is marginal habitat within the Study Area -**OR**- Species is not known to occur in the vicinity of the site, however, there is suitable habitat within the Study Area.

None: Species is not known to occur on or in the vicinity of the Study Area and there is no suitable habitat within the Study Area -**OR**- Species was surveyed for during the appropriate season with negative results -**OR**- Species is not known in Study Area.

The following biological communities occur within the Study Area: annual grassland, oak woodland, riparian woodland, and developed areas. Special-status species that are known to be present or that have a high or low potential for occurrence are discussed herein.

Special-Status Plants

Three special-status plant species, dwarf downingia (*Downingia pusilla*), Sanford's arrowhead (*Sagittaria sanfordii*), and stinkbell (*Fritillaria agrestis*) have a *high* potential to occur within the Study Area. One special-status plant, Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), has a *low* potential to occur within the Study Area.

Plant Species with a High Potential to Occur

Dwarf Downingia

Dwarf downingia is an annual herb found in mesic valley, foothill grassland and vernal pools below 450 meters in elevation. This species blooms from March through May (CNPS 2015). The annual grassland within the Study Area provides habitat for this species and there are four CNDDB records within 5 miles of the Study Area (CDFW 2015) (**Figure 4**). This species has a *high* potential to occur within the Study Area.

Sanford's Arrowhead

Sanford's arrowhead is a perennial herb found in marshes, swamps, and shallow freshwater areas below 650 meters in elevation. The blooming period is from May through November (CNPS 2015). Although not observed during the site surveys, there is potential habitat within the creek corridors in the Study Area and there are three CNDDB records within the Study Area (CDFW 2015). There are two documented occurrences (Occurrence #46 and #49) dated 1997 and one from 1994 (Occurrence #50) (**Figure 4**). All three occurrences are considered extant (CDFW 2015). Due to the recorded occurrences in the immediate vicinity, there is *high* potential for Sanford's arrowhead to occur in the Study Area.

Stinkbells

Stinkbells are a perennial bulb found in clay soils in valley and foothill grasslands. The blooming period is from March through June. The oak woodland and annual grassland provide suitable habitat for this species and there are two recorded occurrences within five miles of the Study Area (**Figure 4** (CDFW 2015). Therefore, there is a *high* potential for this species to occur in the Study Area.

Plant Species with a Low Potential to Occur

Ahart's Dwarf Rush

Ahart's dwarf rush is an annual herb found on moist soils in valley and foothill grasslands between 30 to 100 meters in elevation. The blooming period is from March through May (CNPS 2015). Although there are no CNDDB records for Ahart's dwarf rush within five miles of the Study Area (CDFW 2015), the annual grassland within the Study Area provides potential habitat for this species Figure 4. Therefore, this species has a *low* potential to occur within the Study Area.

Study Area Boundary
±1,704 Acres

City of Citrus Heights Boundary

Twin Oaks Avenue
Old Auburn Road
Antelope Road
Antelope Road
Auburn Boulevard
Old Auburn Road
Mariposa Avenue
Sunrise Boulevard
Oak Avenue
Fair Oaks Boulevard
Van Maren Lane
Auburn Boulevard
Sylvan Road
Greenback Lane
San Juan Avenue
Mariposa Avenue
Madison Avenue
80
80

Legend

- Annual Grassland: 21.9 Acres
- Oak Woodland: 28.4 Acres
- Riparian Woodland: 82.9 Acres
- Developed: 1,570.5 Acres

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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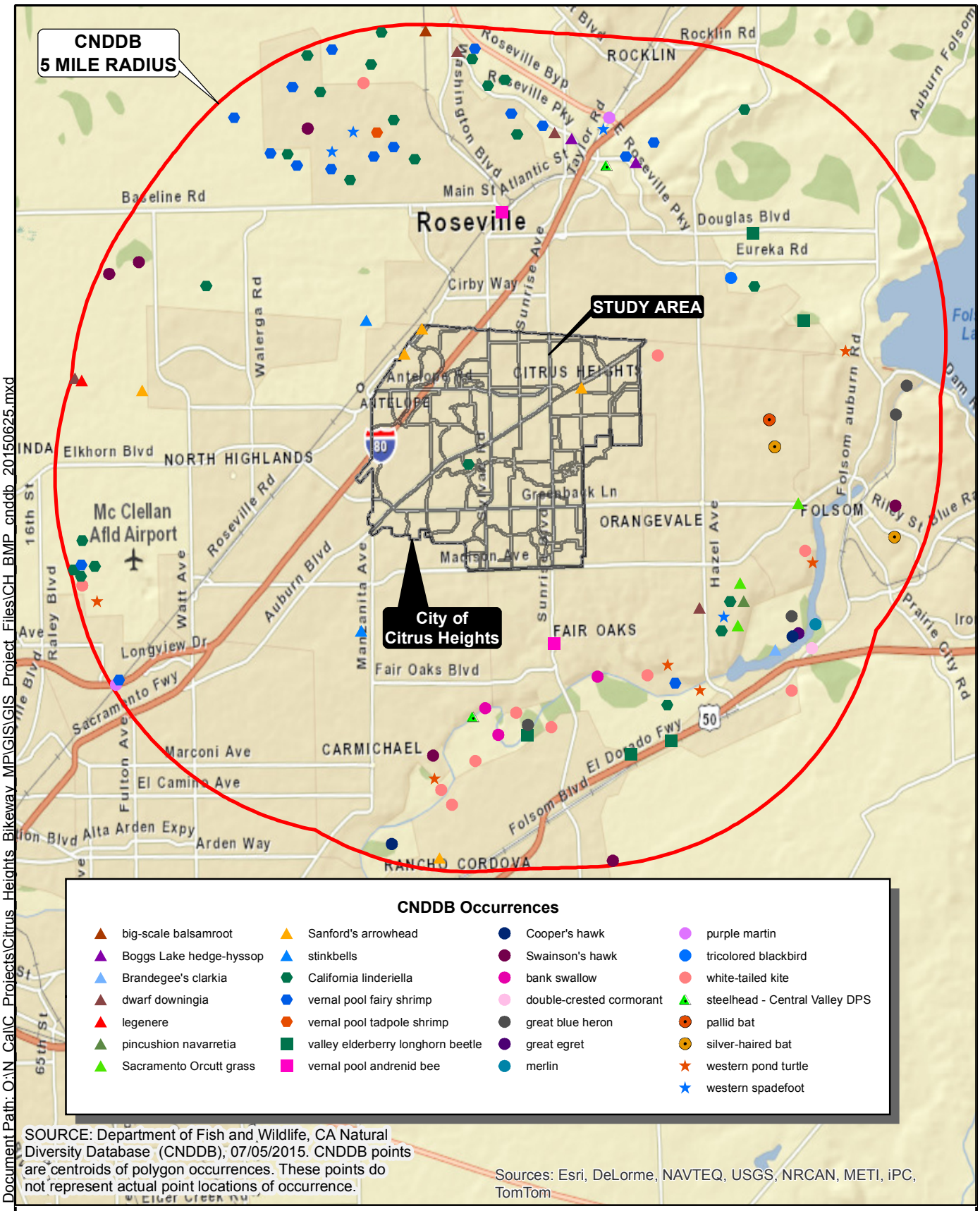
BIOLOGICAL CONSTRAINTS

N

0 1,200 2,400 3,600 4,800
Feet
1 inch = 1,200 feet

FIGURE 3



Document Path: O:\N_Cal\C_Projects\Citrus_Heights_Bikeway_MP\GIS\GIS_Project_Files\CH_BMP_cnddb_20150625.mxd

CNDDB

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N

0 1.125 2.25
SCALE IN MILES

Drawn By: AMP, MUB
Date: 08/17/2015

FIGURE 4

Special-Status Wildlife

There are 14 special-status wildlife species with the potential to occur in the Study Area. Species that are considered to have a *high* potential to occur within the Study Area include: valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), western pond turtle (*Emys marmorata*), burrowing owl (*Athene cunicularia*), white-tailed kite (*Elanus leucurus*), pallid bat (*Antrozous pallidus*), and silver-haired bat (*Lasionycteris noctivagans*). Additionally, a number of migratory bird and other raptor species have a *high* potential to nest in the Study Area. Species that are considered to have a *low* potential to occur within the Study Area include: Central Valley steelhead (*Oncorhynchus mykiss*), western spadefoot (*Spea hammondi*), peregrine falcon (*Falco peregrinus*), and Swainson's hawk (*Buteo swainsoni*).

Wildlife Species with a High Potential to Occur

Valley Elderberry Longhorn Beetle (VELB)

The USFWS considers the range of VELB to include the watersheds of the American, San Joaquin, and Sacramento rivers and their tributaries up to approximately 3,000 feet above MSL (USFWS 1980). VELB are completely dependent on elderberry (*Sambucus* sp.) shrubs as their host plants during their entire life cycle. VELB typically utilize stems that are greater than one inch in diameter at ground level (DGL) (USFWS 1994).

There are five CNDDB occurrences for this species within five miles of the Study Area (CDFW 2015) (**Figure 4**). Elderberry shrubs were identified along both Arcade Creek and Cripple Creek. One of the shrubs along Cripple Creek has potential VELB exit holes. Therefore, there is a *high* potential for VELB to occur within the Study Area.

Western Pond Turtle

Western pond turtles require slow moving perennial aquatic habitats with suitable basking sites. Suitable aquatic habitat typically has a muddy or rocky bottom with emergent aquatic vegetation for cover (Stebbins 2003). Western pond turtles, however, occasionally inhabit irrigation ditches. Western pond turtles typically overwinter within 300 feet of aquatic habitat in areas with moderate woody vegetation. Nests are generally located in annual grasslands within 100 feet of aquatic habitat. Eggs are laid between May and August and hatch in approximately 80 days (Rathbun *et. al.* 2002). There are six CNDDB records for this species within five miles of the Study Area (**Figure**) (CDFW 2015). The creek corridors and riparian habitat in the Study Area provide habitat for this species. No western pond turtles were observed within the Study Area during the biological surveys. This species has a *high* potential to occur within the Study Area.

Burrowing Owl

The burrowing owl is a small ground-dwelling owl that occurs in western North America from Canada to Mexico, and east to Texas and Louisiana. Although in certain areas of its range burrowing owls are migratory, these owls are predominantly non-migratory in California. The breeding season for burrowing owls occurs from March to August, peaking in April and May (Zeiner *et. al.* 1990). Burrowing owls nest in burrows in the ground, often in old ground squirrel burrows. Burrowing owls are also known to use artificial burrows, including pipes, culverts, and nest boxes and will nest in close proximity to residences. In California, the breeding season for burrowing owl is from February 1 to August 31 (Haug *et. al.* 1993). There are six CNDDB records for this species within five miles of the Study Area (CDFW 2015) (**Figure**). The annual

grassland areas, particularly in the SMUD corridors, provide potential habitat for this species. This species has a *high* potential to occur within the Study Area.

White-Tailed Kite

White-tailed kite (*Elanus leucurus*) is a year-long resident in California's coastal and valley lowlands. White-tailed kites breed from February to October, peaking from May to August (Zeiner *et. al.* 1990). This species nests near the top of dense oaks, willows, or other large trees. There are five CNDDB records of white-tailed kite listed within 5 miles of the Study Area (CDFW 2015) (**Figure**). The trees within the riparian and oak woodland in the Study Area provide nesting habitat, while the annual grassland provides foraging habitat. This species has a *high* potential to occur within the Study Area.

Migratory Birds and Other Birds of Prey

Many migratory bird species and other birds of prey are protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code and have the potential to nest throughout the Study Area. Federal or State Species of Concern with the potential to occur in the Study Area include: Cooper's hawk (*Accipiter cooperii*), grasshopper sparrow (*Ammodramus savannarum*), loggerhead shrike (*Lanius ludovicianus*), Nuttall's woodpecker (*Picoides nuttallii*), oak titmouse (*Baeolophus inornatus*), purple martin (*Progne subis*), song sparrow (*Melospiza melodia*), and yellow-billed magpie (*Pica nuttalli*). Migratory birds and other birds of prey have a high potential to nest within the Study Area during the nesting season. The generally accepted nesting season is from February 1 through August 31.

Special-Status Bat Species

Several special-status bat species, which are State Species of Concern, may be found in the Study Area, including pallid bat and silver-haired bat. Pallid bats roost in rock crevices, caves, and occasionally hollow trees and buildings. Silver-haired bats roost in hollow trees, crevices, buildings, and under loose bark, generally near water. The riparian and oak woodlands provide suitable habitat in the Study Area for these special-status bat species. There are CNDDB records for these species within five miles of the Study Area (CDFW 2015) (**Figure**). Special-status bats have a *high* potential to occur within the Study Area.

Special-Status Species with Low Potential to Occur

Central Valley Steelhead

Central Valley steelhead rely on streams, rivers, estuaries and marine habitat during their lifecycle. In freshwater and estuarine habitats, steelhead feed on small crustaceans, insects, and small fishes. Eggs are laid in small and medium gravel and require adequate water flow for oxygen to survive. After emerging from the redd steelhead remain in streams and rivers for 1 to 4 years before migrating through estuaries to the ocean. Unlike salmon, steelhead migrate individually rather than in schools. Steelheads spend 1 to 5 years at sea before returning to natal streams or rivers. At least two specific storages of steelhead have developed; those that enter fresh water during fall, winter and early spring -- the winter run -- and those that enter in spring, summer and early fall – the summer run. Steelhead do not always die after spawning and will migrate downstream through estuaries to the ocean. None of the creeks within the Study Area are known to support runs of Central Valley Steelhead, but the species is known to spawn in creeks to the north of the Study Area and in the

American River to the south. Therefore, there is a *low* potential for the species to be found within the Study Area.

Western Spadefoot

Western spadefoot prefer open areas with sandy or gravelly soils, in a variety of habitats including: mixed woodlands, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains from 0 to 1,200 meters in elevation. They lay eggs in pools, ponds, or slow-moving streams and larvae require a minimum of 30 days of continuous inundation to mature. Large populations of bullfrogs, fish, or crayfish in breeding ponds impair the success of the species. There are four CNDDB records of this species within five miles of the Study Area (CDFW 2015) (**Figure 4**). Some areas along the creek corridors, particularly in sandier soils in the western half of the Study Area, may provide breeding habitat for western spadefoot. The annual grassland and oak woodland provide upland habitat for the species, however, the majority of annual grassland areas do not contain sandy soils. No western spadefoot were observed during the biological surveys of the Study Area. This species has a *low* potential to occur within the Study Area.

Peregrine Falcon

Peregrine falcons are found year-round in California. Peregrine falcons nest on high ledges on cliffs, electrical transmission towers, buildings, and other structures. They eat mostly birds and are commonly found in areas with large populations of shorebirds. There are no CNDDB records of this species within five miles of the Study Area (CDFW 2015). The developed areas within the Study Area provide nesting habitat for the species. This species has a *low* potential to occur within the Study Area.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is a long-distance migrant with nesting grounds in western North America. The Swainson's hawk population that nests in the Central Valley winters primarily in Mexico, while the population that nests in the interior portions of North America winters in South America (Bradbury *et. al.* in prep.). Swainson's hawks arrive in the Central Valley between March and early April to establish breeding territories. Breeding occurs from late March to late August, peaking in late May through July (Zeiner *et. al.* 1990). In the Central Valley, Swainson's hawks nest in isolated trees, small groves, or large woodlands next to open grasslands or agricultural fields. This species typically nests near riparian areas; however, they have been known to nest in urban areas. Nest locations are usually in close proximity to suitable foraging habitats, which include fallow fields, annual grasslands, irrigated pastures, alfalfa and other hay crops, and low-growing row crops. Swainson's hawks leave their breeding grounds to return to their wintering grounds in late August or early September (Bloom and De Water 1994).

There is marginal nesting habitat for Swainson's hawk within the Study Area. While Swainson's hawk may forage occasionally in the annual grassland within the Study Area, higher quality foraging habitat occurs in the large agricultural fields and open grassland in surrounding communities. There are two CNDDB records for this species within five miles of the Study Area (CDFW 2015) (**Figure**). No Swainson's hawks were observed in the vicinity of the Study Area during the biological surveys. This species has a *low* potential to occur within the Study Area.

Conclusion

Less Than Significant With Mitigation Incorporated. Detailed project plans have not been identified. The potential for significant impacts related to special-status species as a result of implementation of the BMP and General Plan Amendment therefore cannot be fully assessed.

All future individual projects shall implement **Mitigation Measure BIO – 2**. This mitigation measure would ensure implementation of pre-construction surveys and mitigation, as applicable, to avoid impacts to nesting bird species in compliance with the Migratory Bird Treaty Act.

In addition, for all future improvements proposed on undisturbed ground or within riparian areas **Mitigation Measures BIO – 1, – 3, and – 4** are proposed as general mitigation to be incorporated into project design relevant to mitigation for potential impacts to special-status species. **Mitigation Measure BIO – 1 and Mitigation Measure BIO – 3** would ensure the appropriate pre-construction monitoring and implementation of appropriate restrictions. **Mitigation Measure BIO – 4** would ensure that any development within riparian or other sensitive habitat types areas would not have a significant impact on special-status species through a project specific BRA. Therefore, impacts to special-status species are considered to be **Less Than Significant With Mitigation Incorporated**.

b. **Less Than Significant Impact With Mitigation Incorporated**. The trail alignments proposed by the BMP and General Plan Amendment contains sensitive biological communities including riparian woodland habitat, oak woodland, and potential wetlands and waters of the U.S and State. The proposed off street Class III trail segments have the potential to impact these biological communities, depending on the project-specific plans.

Conclusion

Less Than Significant With Mitigation Incorporated. Detailed project plans are unavailable, thus the potential for significant impacts related to sensitive habitats as a result of the Bikeway Master Plan cannot be fully assessed.

For all future individual projects within riparian areas or undisturbed ground **Mitigation Measure BIO – 4** is proposed as mitigation if the detailed individual project trail alignments impact any aquatic features. **Mitigation Measures BIO – 4 through BIO – 6** shall be implemented as general mitigation to be incorporated into project design relevant to mitigation for potential impacts on sensitive habitats. These mitigation measures would ensure project specific BRAs and the appropriate permitting and compliance with the appropriate local, State, and federal agencies. Therefore, impacts to sensitive habitats are considered to be Less Than Significant With Mitigation Incorporated.

c. **Less Than Significant Impact With Mitigation Incorporated**. The trail alignments proposed by the BMP and General Plan Amendment may impact aquatic habitats subject to federal jurisdiction. The potential for significant impacts to any federally protected waters subject to jurisdiction under Section 404 of the Clean Water Act would be evaluated at the time of detailed project plans and **Mitigation Measure BIO – 5** shall be implemented for any proposed future improvements that would impact aquatic habitat. **Mitigation Measure BIO – 5** would require a wetland delineation to be conducted to establish the presence and extent of jurisdictional aquatic features as well as securing the appropriate permits for project implementation. Implementation of **Mitigation Measure BIO – 6** would require that the City notify CDFW for any improvements within the vicinity of aquatic habitat and enter into an Agreement with CDFW if applicable. Therefore, impacts to federally protected wetlands are considered Less Than Significant With Mitigation Incorporated.

The potential for significant impacts related to waterways, creeks, or riparian habitat would be determined at the time of detailed project plans for the trail alignments proposed by the BMP and General Plan Amendment through implementation of **Mitigation Measure BIO – 5 and BIO – 6**.

d. **Less Than Significant Impact with Mitigation Incorporated**. Wildlife movement and migratory corridors typically occur along riparian corridors with well-developed riparian vegetation and surrounding undeveloped lands. The majority of the trail alignments proposed by the BMP for Class II and III trails are already developed within an existing urbanized setting. Therefore, no major wildlife corridors or native wildlife nursery sites would be impacted by Class II and III trail development. The proposed Class I off-street trail alignments along Arcade Creek, the SMUD utility corridor, and Cripple Creek may provide local wildlife corridors within the City of Citrus Heights and surrounding areas.

Mitigation Measures BIO – 1 through BIO – 6 shall be implemented as mitigation for all future individually proposed Class I trail alignments and shall be incorporated into project design as mitigation relevant to potential impacts to protected biological resources. Compliance with **Mitigation Measures BIO – 1 through BIO – 6** would ensure that the City of Citrus Heights evaluates the potential presence of these resources and requires the City to coordinate with the resources agency having jurisdiction to obtain authorization under relevant federal and State regulatory requirements. Therefore, impacts to migratory wildlife and wildlife corridors are considered to be Less Than Significant With Mitigation Incorporated.

e. **Less Than Significant With Mitigation Incorporated**. The City of Citrus Heights Tree Preservation and Protection Ordinance (Municipal Code Chapter 106.39.010) regulates the removal of and construction within the dripline of protected trees. Protected trees include native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. The potential for significant impacts related to conflict with the ordinance would be determined at the time of the detailed BMP. Implementation of **Mitigation Measure BIO – 7** on all trail alignments would ensure that the City of Citrus Heights evaluates the potential presence of any protected tree species the mitigation standards identified by the City's Municipal Code; therefore impacts are considered to be Less Than Significant With Mitigation Incorporated.

f. **No Impact**. There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans applicable to the trail alignments proposed by the BMP. Therefore, there will be **No Impact** and no mitigation is required.

Mitigation Measures

Mitigation Measure BIO – 1:
For any BMP trail alignment project that would impact annual grassland, oak woodland, or riparian woodland habitat, a qualified botanist shall conduct focused botanical surveys, in accordance with 2009 CDFW and 2002 USFWS *Standard Survey Guidelines* within the bloom periods for Ahart's dwarf rush (March through May), dwarf downingia (March through May), Sanford's arrowhead (May through November), and stinkbells (March through June). A minimum of two surveys shall be conducted over the range of the bloom period, depending on the target plant species. If no special-status plants are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.

If any non-listed special-status plants occur within the trail alignments proposed by the BMP, they shall be avoided to the greatest extent feasible. If the plants cannot be avoided, a mitigation plan shall be prepared by a qualified biologist. At minimum, the mitigation plan shall include avoidance and preservation measures, seed or plant harvesting procedures, locations where the plants will be transplanted in suitable habitat adjacent to the project footprint, success criteria, and monitoring protocols.

Mitigation Measure BIO – 2:
Prior to implementation of any improvements proposed by the BMP and General Plan Amendment, the City will conduct pre-construction nesting avian surveys and will implement appropriate restrictions to ensure that protected species are not injured or disturbed by construction in the vicinity of nesting habitat. The following measures shall be implemented:

a) If tree removal is proposed as part of any individual project, all tree removal shall occur between August 30 and March 15 to avoid to breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an proposed future construction area. This period may be modified with the authorization of the CDFW. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30, or until the adults and young of the year are no longer dependent on the nest site as determine by a qualified biologist.

b) Prior to commencement of any construction activity during the period between March 15 to August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist no more that 14 days prior to the onset of construction activities. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree at a distance up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City of Citrus Heights. The City may consult with CDFW regarding the appropriate buffer distance.

c) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zone), unless directly related to the management or protection of the legally-protected species.

d) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the City shall contact CDFW and, subject to CDFW approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

Mitigation Measure BIO – 3:
The following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail alignment projects proposed within undisturbed ground as part of the BMP.

a) There is potential breeding and upland habitat for western spadefoot in the annual grassland, oak and riparian woodlands, as well as within relatively undisturbed residential areas. Pre-construction surveys for western spadefoot are required within 14 days prior to the start of ground disturbance in any of the habitats previously listed. If no western spadefoot are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

   If western spadefoot are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, conducting a pre-construction worker awareness training, and being present to monitor construction during initial vegetation clearing and ground disturbance.

b) There is potential habitat for burrowing owl in the annual grasslands, parks, and open areas within developed areas, such as fields and vacant lots. During the planning process, the proposed project area shall be evaluated by a qualified biologist for its suitability as burrowing owl habitat in accordance with the 2012 *California Department of Fish and Game Staff Report on Burrowing Owl Mitigation* (2012 Staff Report) (CDFG 2012). If the project area does not provide suitable habitat, then no additional mitigation is required. If suitable habitat is present on or in the immediate vicinity of the trail alignments proposed by the BMP, focused burrowing owl surveys shall be conducted by a qualified biologist prior to commencement of construction.

   Currently, CDFG's 2012 Staff Report recommends conducting four surveys of the trail alignments proposed by the BMP and surrounding 500 feet, where accessible, during the breeding season: one survey between February 15 and April 15 and three between April 15 and July 15. The results of the surveys shall be documented in a letter report submitted to the City of Citrus Heights. If an active burrowing owl nest is determined to be present within 500 feet of the trail alignments proposed by the BMP during the surveys, then an avoidance plan shall be developed and approved by the CDFW. The avoidance plan shall identify measures to minimize impacts to burrowing owls, including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring.

   If no burrowing owls are identified during the breeding season surveys, a pre-construction survey for burrowing owls shall be conducted by a qualified biologist within 30 days prior to the start of ground disturbance in all suitable burrowing owl habitat. The survey methodology and findings shall be documented in a letter report to the City of Citrus Heights within two weeks of the survey and no additional mitigation measures are required. If burrowing owls are found during the pre-construction survey, CDFW shall be contacted to develop an avoidance plan prepared consistent with current CDFW guidelines, as described above.

c) There is low potential for Swainson's hawks to nest near the trail alignments proposed by the BMP. While the annual grassland in the proposed project area

provides marginal foraging habitat, due to its small size and fragmented nature, mitigation for loss of foraging habitat shall not be required unless it is located within ¼-mile of an active nest (CDFG 1994). If construction activities are anticipated to commence in annual grassland during the Swainson's hawk nesting season (March 1 to September 15), a qualified biologist shall conduct a minimum of two pre-construction surveys during the recommended survey periods, in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000). All potential nest trees within ¼-mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified on or within ¼-mile of the proposed project, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required.

If active Swainson's hawk nests are found within ¼-mile of construction activities, a survey report shall be submitted to the CDFW in addition to the City of Citrus Heights and an avoidance and minimization plan shall be developed for approval by the CDFW prior to the start of construction. The avoidance plan shall identify measures to minimize impacts to Swainson's hawk including, but not limited to, worker awareness training, buffer zones, work scheduling, and biological monitoring. Should the project biologist determine that the construction activities are disturbing the nest; the biologist shall have the authority to halt construction activities until the CDFW is consulted.

d) Migratory birds and other birds of prey, protected under 50 CFR 10 of the MBTA and/or Section 3503 of the California Fish and Game Code, including white-tailed kite, peregrine falcon, Cooper's hawk, grasshopper sparrow, loggerhead shrike, Nuttall's woodpecker, oak titmouse, purple martin, song sparrow, and yellow-billed magpie have the potential to nest throughout the trail alignments proposed by the BMP. Vegetation clearing operations, including pruning or removal of trees and shrubs, shall be completed between September 15 and January 31, if feasible. If vegetation removal begins during the nesting season (February 1 to August 31), a qualified biologist shall conduct a pre-construction survey of the proposed project area and the surrounding 500 feet, as accessible, for active nests. The pre-construction survey shall be conducted within 14 days prior to commencement of ground-disturbing activities. If no active nests are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

   If any active nests are located within the network of the trail alignments proposed by the BMP, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the young have successfully fledged and the nest is no longer occupied. Monitoring shall be conducted daily during the first week of construction and weekly thereafter until the young have fledged. The size of the buffer zone may be adjusted throughout construction based on observed reaction of the nesting birds to construction activities.

e) The trees and structures in the trail alignments proposed by the BMP provide potential roosting habitat for special-status bats. Pre-construction surveys for special-status bat species are required to be conducted by a qualified biologist within 14 days prior to the start of ground disturbance or tree removal in potential special-status bat species habitat. If no bats are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

   If bats are found, an appropriate buffer zone shall be established around the nests, as determined by the project biologist and a worker avoidance training shall be conducted. If a roost tree or structure must be removed, CDFW shall be consulted to determine appropriate avoidance and mitigation measures.

f) During the pre-project biological surveys, all elderberry shrubs within 100 feet of the proposed project footprint shall be surveyed by a qualified biologist for evidence of habitation by VELB, using 1999 *USFWS Conservation Guidelines for Valley Elderberry Longhorn Beetle* (Guidelines). Elderberry shrubs shall be protected during construction using the current Guidelines.

   According to the Guidelines, encroachment within 100 feet from elderberry shrubs with stems measuring at least one inch diameter at ground level (DGL) must be approved by the USFWS and a minimum setback of 20 feet from the driplines of the elderberry shrubs must be maintained. Therefore, any proposed project shall be designed to avoid construction activities within 20 feet of the elderberry shrubs. If this is feasible, high visibility construction fencing shall be erected at the edge of the construction footprint at a minimum of 20 from the elderberry shrubs.

   Project activities that would encroach into the 20-foot minimum setback area are assumed to adversely affect VELB. Therefore, if work is anticipated to occur within 20 feet of the elderberry shrubs or if elderberry shrubs with stems at least one inch DGL are proposed for removal, consultation with the USFWS shall be required. Project activities that may directly or indirectly affect elderberry shrubs with stems measuring at least one inch DGL require minimization measures including planting replacement habitat or purchasing mitigation credits from a USFWS-approved mitigation bank. The mitigation ratios vary based on whether exit holes are present and whether the shrubs occur within riparian habitat. In addition, the following mitigation measures for special-status species shall be followed for all proposed Class I, II, and III trail projects proposed within riparian areas.

g) Pre-construction surveys for western pond turtle shall take place within 14 days prior to the start of ground disturbance within 300 feet of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible. If no western pond turtle are observed, a letter report documenting the survey methodology and findings shall be submitted to the City of Citrus Heights within two weeks of the final survey and no additional mitigation measures are required. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey shall be conducted.

   If western pond turtles are found, additional avoidance measures are required including having a qualified biologist conduct a pre-construction survey within 24 hours prior to commencement of construction activities, performing a worker awareness training to all construction workers, and being present on the project site

during grading activities within 300 ft of aquatic habitat in creek corridors, riparian areas, oak woodlands, and annual grassland, where accessible.

h) None of the creek corridors in the network of trail alignments proposed by the BMP are known spawning habitat for Central Valley steelhead, however they drain to Steelhead Creek and the American River watersheds, which are steelhead habitat. To avoid impacts to downstream steelhead habitat, erosion control Best Management Practices (BMPs) shall be implemented during and post construction to reduce sediment loads in the creeks. No additional species-specific mitigation measures are required.

Mitigation Measure BIO – 4:
For improvements proposed beyond a two year timeframe from adoption of this IS/MND, site-specific biological surveys shall be completed for any future BMP improvements proposed in riparian habitats and/or on previously undisturbed ground. If applicable, the project specific Biological Resources Assessment shall identify potential impacts to special-status species beyond that evaluated in the August 27, 2015 *Biological Resource Assessment, Citrus Heights Bikeway Master Plan Project, City of Citrus Heights, Sacramento County, California*, prepared by Foothill Associates, and any additional habitats or species whose regulatory status has changed. The City shall follow any avoidance, minimization measures, and recommendations drafted in the subsequent site-specific BRAs.

Mitigation Measure BIO – 5:
Placement of permanent or temporary fill in waters of the U.S. is regulated by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Federal Clean Water Act. The City shall coordinate with the Corps in order to obtain the applicable permits for activities resulting in temporary and/or permanent impacts to waters of the U.S. The project shall comply with the Corps "no-net-loss" policy and the conditions of a Nationwide or Individual Permit authorization by the Corps.

Any discharge into waters of the U.S. is also subject to regulation by the Central Valley Regional Water Quality Control Board (RWQCB) pursuant to Clean Water Act Section 401. The City shall also coordinate with the RWQCB in order to obtain a Water Quality Certification.

Mitigation Measure BIO – 6:
Pursuant to Fish and Game Code §1602, the City shall notify the California Department of Fish and Wildlife (CDFW) prior to any activity which may result in impacts to the streamzone. The City will coordinate with CDFW in order to obtain a 1600 Streambed Alteration Agreement, if applicable, for impacts to the bed, bank or channel of onsite drainages and/or any riparian areas or other areas subject to jurisdiction by CDFW.

Mitigation Measure BIO – 7:
If proposed plans for the trail alignment BMP would impact the dripline of any tree species or result in removal of tree species, a survey shall be conducted, in accordance with the City of Citrus Heights' Tree Ordinance. The survey would include impacts on protected tree species including native oaks with a single trunk greater than 6 inches or aggregate of trunks greater than 10 inches in diameter and other trees with trunks greater than 19-inches in diameter, excluding willow, alder, fruit, eucalyptus, cottonwood, pine, catalpa, fruitless mulberry, and palm trees. A Tree Permit is required to remove or construct within the dripline of protected trees. A City Tree Permit is required prior to the removal of any protected tree.

Cultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Impact Analysis

a. **Less Than Significant With Mitigation Incorporated**. Following the Gold Rush, ranches were established by early pioneers throughout areas within the currently defined limits of the City of Citrus Heights. Based on a May 2006 Historic Resources Survey, the City of Citrus Heights General Plan identifies some of the historical structures currently present within the City limits.

The City's General Plan identifies the following goals and policies related to historical resources and relevant to implementation of the Proposed Project:

Goal 43: Preserve and protect places that embody the City's social, architectural, and agricultural history.

Policy 43.3: Support preservation of historic resources, including providing for adaptive reuse where appropriate.

Proposed activities associated with implementation of the BMP may have the potential to impact historic resources, depending on individual site locations and resources, and adjacent resources, as well as the nature of proposed improvements. Until such time as individual sites have been identified and site-specific design specifications are known, potential historic significance and/or impacts cannot be determined. Therefore, impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 1 would reduce potential impacts to less than significant levels.

b. **Less Than Significant With Mitigation Incorporated**. Areas within proximity to creek corridors throughout the City may include areas associated with pre-historic encampments or other areas subject to past use by Native Americans, or other archaeological resources.

The City's General Plan identifies the following goals and policies related to archaeological resources and relevant to implementation of the Proposed Project:

Goal 42: Preserve and protect the City's Native American heritage.

Policy 42.1 Determine early in the planning process whether archaeological resources may potentially be located on a development site.

***Action A**. In the event that any prehistoric, historic, or paleontological resources are discovered during construction-related earth-moving activities, all work within 50 feet of the resources shall be halted and the developer shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant by the qualified archaeologist, then representatives from the City of Citrus Heights and the qualified archaeologist and/or paleontologist would meet to determine the appropriate course of action.*

***Action B**. In the event that human remains are discovered during the implementation of the proposed project, the local coroner must be contacted immediately. Both the Native American Heritage Commission (pursuant to NAGPRA) and any identified descendants should be notified, and recommendations received, if the remains are determined to be of Native American origin (CEQA Guidelines Section 15064.5, Health and Safety Code Section 7070.5, Public Resources Code Sections 5097.94 and 5097.98).*

Policy 42.2: Require that any development and tentative subdivision map approvals include the condition that upon discovery of any archaeological artifacts, development activity will cease immediately and a professional archaeologist will be consulted.

Implementation of the BMP may involve construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in adverse changes to archaeological resources. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 2 and Mitigation Measure CR – 3 would reduce potentially significant impacts to less than significant levels.

c. **Less Than Significant With Mitigation Incorporated**. Implementation of the BMP would potentially involve construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in adverse changes to paleontological resources. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 4 would reduce potentially significant impacts to less than significant levels.

d. **Less Than Significant With Mitigation Incorporated**. Although unlikely, the discovery of human remains would be possible during ground disturbing activities associated with implementation of the BMP. Grading and other construction activities involving ground disturbance (i.e. trenching, excavation) associated with implementation of the BMP would have the potential to result in the inadvertent discovery of human remains. Therefore impacts are considered Less Than Significant With Mitigation Incorporated. Compliance with Mitigation Measure CR – 5 would reduce potential impacts to less than significant levels.

Mitigation Measures

Mitigation Measure CR – 1:
Prior to approval of any improvement associated with implementation of the BMP, the area targeted for proposed improvements shall be evaluated for the presence of historic resources.

If it is determined that on-site resources have the potential for historic significance, as indicated by age or previous inclusion on a list of designated historic resources, and proposed improvements would physically alter the resource, the City shall hire a qualified professional

architectural historian to evaluate the historical significance of on-site resources and potential adverse impacts to those resources resulting from implementation of proposed improvements. All recommendations to avoid adverse impacts to historical resources shall be incorporated into project design and construction as specified by a qualified architectural historian.

Mitigation Measure CR – 2:
Prior to approval of any improvements proposed by the BMP involving ground-disturbing activities, a qualified archaeologist shall, at a minimum, conduct the following activities: (1) conduct a record search at the North Central Information Center located at California State University, Sacramento and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic preservation Standards (Archaeological Resource Management Reports). All recommendations to avoid adverse impacts to archaeological resources shall be incorporated into project design and construction as specified by a qualified archaeologist.

Mitigation Measure CR – 3:
Should buried archaeological deposits or artifacts be inadvertently exposed during the course of any construction activity, work shall cease in the immediate area and the City of Citrus Heights Planning Division shall be immediately notified. A qualified archaeologist will be retained to document the find, assess its significance, and recommend further treatment.

Mitigation Measure CR – 4:
If evidence of a paleontological site is uncovered during grading or other construction activities, work shall be halted within 100 feet of the find and the City of Citrus Heights Planning Division shall immediately be notified. A qualified paleontologist shall be retained to conduct an on-site evaluation and provide recommendations for removal and/or preservation. Work on the project site shall not resume until the paleontologist has had a reasonable time to conduct an examination and implement mitigation measures deemed appropriate and necessary by the City of Citrus Heights Planning Division to reduce impacts to a less than significant level.

Mitigation Measure CR – 5:
In the event that any human remains or any associated funerary objects are encountered during construction, all work will cease within the vicinity of the discovery and the City of Citrus Heights Planning Division shall be immediately notified. In accordance with CEQA (Section 1064.5) and the California Health and Safety Code (Section 7050.5), the Sacramento County coroner shall be contacted immediately. If the human remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, who will notify and appoint a Most Likely Descendent (MLD). The MLD will work with a qualified archaeologist to decide the proper treatment of the human remains and any associated funerary objects. Construction activities in the immediate vicinity will not resume until a notice-to-proceed is issued from the coroner.

Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a. **No Impact.** The project is not within an area mapped or otherwise identified as a seismic risk (City of Citrus Heights, 2011).

b. **Less than Significant.** Construction and grading activities associated with bikeway construction projects will result in the removal of vegetative cover and exposure of soils to wind and rain, the common mechanisms by which soil erosion occurs. The City's Construction Standards require implementation of best practices for sediment and erosion control. Implementation of the City's Design/Construction Standards mitigate this potential impact to a less than significant level.

c –d. **No Impact.** The project is not located on a soil unit known to be unstable or expansive. There is no impact

e. **No Impact.** The project does not propose the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures

No mitigation measures warranted.

Greenhouse Gas Emissions

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7.	**GREENHOUSE GAS EMISSIONS — Would the project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Impact Analysis

a. **Less Than Significant.** Greenhouse gas (GHG) emissions negatively affect the environment through contributing, on a cumulative basis, to global climate change. Atmospheric concentration of GHGs determines the intensity of climate change, with current levels already leading to increases in global temperatures, sea level rise, severe weather, and other environmental impacts. From a CEQA perspective, GHG impacts to global climate change are inherently cumulative (SMAQMD 2015)[7].

By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions.

The City of Citrus Heights General Plan identifies the following goals and policies applicable to Greenhouse Gas Emissions and relevant to the Proposed Project:

Goal 55: Reduce Community-Wide GHG emissions 10 – 15% below 2005 levels by 2020

Policy 55.1 Implement a comprehensive greenhouse gas reduction plan to reduce communitywide greenhouse gasses through community engagement and leadership; land use, community design, and transportation choices; energy and water conservation techniques; solid waste reduction and building green infrastructure.

Accordingly, the only increase in GHG emissions generated by the Proposed Project that would contribute to global climate change would occur during the construction phase, which would be temporary, and intermittently planned for implementation throughout the next twenty years. Due to the inherently cumulative nature of impacts associated with global

[7] SMAQMD 2015. Sacramento Metropolitan Air Quality Management District, The CEQA Guide, Greenhouse Gas Emissions, accessed online August 4, 2015 (http://www.airquality.org/ceqa/cequguideupdate/Ch6ghgFINAL.pdf).

climate change, a project's GHG emissions contribution is typically quantified and analyzed on an annual operational basis.

Construction-related GHG emissions are a one-time release that occurs over a short period of time; nonetheless, construction-related GHG emissions estimates have been quantified for the Proposed Project. The estimated construction-related GHG emissions attributable to the Proposed Project would be primarily associated with increases of CO_2 and other GHG pollutants, such as methane (CH4) and nitrous oxide (N2O), from mobile sources and construction equipment operation. The Proposed Project's short-term construction-related emissions were estimated using the Roadway Construction Emissions Model version 7.1.5.1 (Appendix A), a model developed by Jones & Stokes and TIAX LLC in partnership with the SMAQMD. The model quantifies direct GHG emissions from construction, which are expressed in tons per project of CO_2 equivalent units of measure ($MTCO_2e$), based on the global warming potential of the individual pollutants. This number is then converted from English tons to metric tons by a conversion factor of 0.91. The estimated increase in GHG emissions associated with construction of improvements proposed by the BMP over the anticipated 20-year planning timeframe is summarized below in Table 1.

Table 1 — Project Estimated Annual Construction-Related GHG Emissions

	CO_2 emissions ($MTCO_2e$)
Total Construction GHG Emissions	898

Source: Road Construction Emissions Model, Version 7.1.5.1 (Appendix A).

As presented in Table 1, total construction-related GHG emissions associated with development of improvements proposed by the BMP are estimated to be 898 MTCO2e. The SMAQMD Board of Directors adopted GHG thresholds on October 23, 2014, via resolution AQMD2014-028. The adopted annual threshold of 1,100 MTCO2e is applicable to the construction phase, as well as the operational phase for land development and construction projects in Sacramento County.

The Proposed Project's construction-related emissions are estimated below the SMAQMD thresholds of significance for construction phase GHG emissions. In addition, and by design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions

Therefore, the Proposed Project's construction-related GHG emissions are not expected to result in a significant impact.

In conclusion, operational GHG emissions would be minimal and implementation of the proposed BMP and General Plan Amendment would facilitate implementation of City General Plan goals and policies pertaining to sustainability and an overall GHG reduction strategy; however, construction of the Proposed Project would generate GHG emissions that would contribute to the overall GHG levels in the atmosphere. Although the Proposed Project would contribute to GHG levels during construction of the Proposed Project, the incremental contribution to cumulative GHG emissions and global climate change would be minor and well below established thresholds defined for the region. In addition, the GHG emissions resulting from construction of the Proposed Project would occur only intermittently during construction of proposed improvements over an estimated twenty year timeframe.

Therefore, the Proposed Project's contribution to global climate change through GHG emissions would be considered Less Than Significant. No mitigation is required.

b. **No Impact**. Implementation of the BMP and General Plan Bikeway Map Update would not conflict with or obstruct implementation of any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. By design, proposed improvements include consistency with the goals and policies identified by the City's General Plan pertaining to sustainability and an overall strategy for reduction of greenhouse gas emissions. Construction and operation of proposed improvements would be implemented consistent with applicable regulatory standards and requirements, including consistency with all applicable SMAQMD rules and thresholds. Therefore No Impact is anticipated and no mitigation is required.

Mitigation Measures

No mitigation measures warranted.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Impact Analysis

a – b. **Less than Significant.** Hazardous materials such as gasoline, diesel fuel, asphalt, and other petroleum products may be used during the construction of bicycle facilities. Construction activities of the typical project would last no longer than one construction season. However, the specific types and amounts of hazardous materials that would be onsite or transported for construction of a project cannot be determined at this time. During bike path maintenance, weed control chemicals and asphalt for patching/crack sealing may also be used by City employees or contractors.

Construction workers, nearby persons or residents, and the surrounding environment could be exposed to hazards associated with accidental releases of the materials, whether through improper handling, unsound disposal methods, transportation accidents, or fires, explosions or other emergencies. Exposure could also result from unearthing existing hazardous materials on a site.

Contractors would be required to comply with applicable federal, state and local regulations for handling hazardous material. Further, the Sacramento County Emergency Operations Plan and Area Plan for Emergency Response to Hazardous Materials Plan would reduce the potential for harm from accidental release. The implementation of these uniformly applied standards would reduce this impact to a less than significant level.

Several high-voltage electrical transmission corridors have been proposed as locations for Class I bikeway routes. The relationship between electric and magnetic fields (EMF) exposure and health effects has been studied but not been scientifically substantiated. The California Public Utilities Commission policy report issued in 1993 determined studies did not show a relationship between EMFs and health effects, therefore transmission corridors are an acceptable location for low-intensity recreational uses such as bikeways. Therefore, this impact is considered less than significant.

c. **Less than Significant.** The proposed bikeway projects will be within ¼-mile of a school(s). The construction and maintenance of bikeways is similar in nature to other activities regularly occurring adjacent to or within school grounds. The construction of bikeways does not pose an undue risk to schools and students. The implementation of federal, state and local regulations for handling, use and disposal of hazardous materials will reduce the potential for impact to a less than significant level.

d. **Less than Significant.** Government Code Section 65962.5 requires the Department of Toxic Substances Control to compile and regularly update a list of hazardous materials sites throughout the state. This list identifies locations where extensive investigation and/or cleanup actions are planned or have been completed. This information is distributed to local agencies, including the City of Citrus Heights. There are properties within the City that are identified as hazardous materials sites.

Construction of bikeway projects on or near listed sites could expose construction workers or bikeway users to hazards. The Citrus Heights General Plan Update FEIR

included two mitigation measures applicable to all new development on Cortese-listed site:

General Plan Mitigation Measure 4.15-3a: Not projects shall be approved where there is substantial evidence of existing contamination on a Cortese-listed site that would pose an unacceptable risk to the health of construction workers.

General Plan Mitigation Measure 4.15-3b: Establish a process that identifies the steps to be taken prior to commencement of any site preparation activities on Cortese-listed sites. This may contain but not be limited to the following:

1. Retain a licensed professional to investigate the environmental status of the soils and/or groundwater contamination. Prepare a site plan that identifies and implements any remediation activities that are require to remove health risks to persons exposed to the site during construction activities.

2. Remove all contaminated soil, dispose of contaminated soil by a licensed contractor to a properly licensed facility and replace contaminated soil with clean fill dirt.

3. Consult with appropriate regulatory agencies such as the Department of Toxic Substances Control, Regional Water Quality Control Board, and the Sacramento Department of Environmental Health to determine what actions are required by the agencies to be implemented.

The mitigation measures identified in the General Plan Update FEIR would reduce impacts to a less than significant level.

e – f. **No Impact.** The nearest airports are Sacramento International Airport, 21 miles west, Sacramento Mather Air Field, 13.5 miles south, and McClellan Airfield, seven miles southwest. The project is not within the influence area of either airport. Therefore, there is no impact.

g. **Less than Significant.** Bikeway construction may involve the closure of traffic lanes during Class II bike lane construction and potentially when Class I bike trails intersect with streets. The Design/Construction Standards require that roadwork requiring traffic lane closure be approved by the City of Citrus Heights General Services Department. Per the Construction Standards and Specifications, the General Services Department will implement traffic control measures in accordance with local, state and federal requirements. These regulations further require that the Police and Fire Departments, ambulance services, schools and bus systems receive 48 hours notice in advance of road closures and ensure the impact is considered less than significant. It should also be noted that the construction of Class I bike paths within open space provides enhanced opportunities for Police and Fire Department personnel to respond to emergencies that may take place within open space areas.

h. **Less than Significant.** Class I bike paths are planned through creek corridor areas where there is a risk of wildfire. The risk is greatest in the dry summer months when

drought conditions and dying trees and vegetation create the type of situation where wildfires can start. Bike path construction has the potential to increase the risk of wildfires by introducing construction vehicles and equipment such as power tools and torches that may create sparks and ignite dry vegetation. Further, the introduction of persons into open space, including construction and maintenance workers and bike path users, also has the potential to increase the risk of fire.

The City has adopted several policies that are intended to reduce the risk of wildfires within open space and to reduce the potential for harm to people or structures resulting from wildfires. These include:

Policy 58.5 - Consider public safety issues in all aspects of public facility, commercial, and residential project design, including crime prevention through environmental design.

Policy 58.7 – Continue to work with Sacramento Metropolitan Fire District to ensure coordination of fire and emergency medical services in the City and the surrounding area.

Policy 58.8 – Provide fire/emergency staffing as necessary in proportion to population and other appropriate indicators

Policy 58.10 – Provide ongoing fire prevention and public education programs

Policy 58.11 – Ensure that new development is constructed, at a minimum to the fire safety standards contained in the Citrus Heights Fire and Building Codes

Policy 58.12 – Ensure that anticipated fire response times and fire flows are taken into consideration as part of the development review process

Policy 58.13- Provide adequate access for emergency vehicles, particularly fire equipment in all new development.

Further, the City has adopted the 2011 Sacramento County Multi-hazard Mitigation Plan identifies risk reduction measures for wildfires, including clearing potential fuels, and implementing best management practices on public lands.

These measures would limit exposure to wildland fires from bikeway operation such that bikeway use is not expected to expose people or structures to significant hazards related to wildland fires. Therefore, the impact from operation and use of bikeways would be less than significant.

Mitigation Measures

No mitigation measures warranted.

Hydrology and Water Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**HYDROLOGY AND WATER QUALITY — Would the project:**				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☒	☐	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☒	☐	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☒	☐	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Impact Analysis

a,f. **Less than Significant.** Implementation of the proposed project would result in grading and paving approximately 4.9 miles of new Class I bikeways, 14.5 miles of new Class II bike lanes and 4.4 miles of new Class III bike routes. Open space uses are not expected to contribute high levels of urban contaminants to runoff because these uses would remain relatively undeveloped. The construction and operation of Class I and II bikeways would not add substantial volumes of urban contaminants to runoff because bicycles and pedestrians contribute only minimally to this problem.

Activities related to construction of Class I and II bikeways could include grading and excavation. These and other construction activities have the potential to degrade water

quality by increasing erosion and sedimentation. This in turn has the potential to impact water quality standards and waste discharge requirements. The City's Constructions Standards require implementation of best practices for sediment and erosion control and mitigate this potential impact to a less than significant level.

b. **Less than Significant.** Groundwater supply is partially dependent on recharge by rainwater that percolates through permeable surfaces. When impermeable surfaces such as roads and bike trails are constructed, groundwater recharge can be reduced. In most areas of Citrus Heights, soils are relatively impermeable or underlain by hardpan, which limits infiltration and groundwater recharge. Areas of high groundwater recharge potential, primarily along stream channels, have been designated for open space and park uses in part to facilitate recharge potential. Constructing bikeways in these areas would reduce by a small amount the area available for recharge.

Although the reduction in the area available for recharge has not been quantified, recharge would be not be substantially affected by bikeway construction. Existing soil conditions throughout the area already limit recharge potential, and the area paved for bikeway construction would be a small portion of the total surface area dedicated to open space and available for recharge. In addition, the amount of recharge contributed to the groundwater aquifer by the entire Citrus Heights area is relatively minimal compared to that contributed by the Sacramento Valley groundwater basin overall. Therefore, this impact is considered less than significant**.**

c. **Less than Significant.** Construction of Class I bikeways could involve grading along creek banks and in open space areas, which may alter drainage patterns locally. The area to be graded, in most cases, would be minimal; most trails would be 14 feet wide and project-level design of trail contours is expected to minimize the need for extensive grading.

The City's Design/Construction Standards require implementation of best practices for sediment and erosion control. The City Drainage Policy and Zoning Code further regulates potential erosion impacts within floodplains. The City's Construction Standards, Drainage Policy, and Zoning Code would mitigate this potential impact to a less than significant level.

d,e,h,i. **Less Than Significant With Mitigation Incorporated**. Constructing Class I bikeways through open space areas and along creeks would increase the amount of impervious surfaces. Assuming that Class I bikeways conform to City standards for minimum width, approximately 5 acres of open space would be paved along approximately 4.9 miles of trails. Constructing 14.5 miles of Class II bikeways could also result in an increase of 8 acres of impervious surfaces.

As increase in the amount of runoff from an area does not necessarily mean an increase in downstream flows. Generally, development in the lower portion of a watershed does not contribute to peak flows because runoff from these areas tends to pass downstream ahead of the largest concentration of runoff from the upstream watershed. The Citrus

Heights area already has substantial flooding issues. Constructing new bikeways would add to those issues.This impact is considered potentially significant.

Implementation of Measure HY-1: Hydraulic Analysis and HY-2: Flood Impact Avoidance Measures would reduce this impact to a less than significant level.

Class I bikeways would be located primarily in open space areas and riparian corridors along creeks. Many of these bikeways may be located in the 100-year floodplain of these waterways. Bikeways typically include instructional signposts informing trail users of the potential for flooding. City crews also install signs informing users when a trail is closed due to flooding.

Bikeway construction may also require the placement of rip-rap or other means of bank stabilization. These structures cold obstruct the flow of water during flood events. Because this is a program-level document, it is not possible to determine which bikeway routes or which portion of routes could require structures that would affect flood flows or be located in the 100-year flood plain. This impact is considered potentially significant. Implementation of Mitigation Measures HY-1: Hydraulic Analysis and HY-2: Flood Impact Avoidance Measures would reduce this impact to a less-than-significant level**.**

g) **No Impact.** The Bikeway Master Plan will not result in the creation of new housing units and will not place any new or existing housing within a 100-year flood hazard area. There is no impact.

j) The project is not located in an area subject to hazards associated with seiche, tsunami, or mudflow. There is **no impact.**

Mitigation Measures

Mitigation Measure HY-1: Hydraulic Analysis:
Conduct a site specific hydraulic analysis for Class I and II bikeways proposed in areas of high flood risk or erosion potential, and incorporate necessary changes to ensure that the final design minimizes stormwater runoff and water quality impacts. For individual bikeway projects in areas where the risk of flooding or erosion potential is high, the City shall obtain a site-specific hydraulic analysis of the proposed bikeway design to evaluate the effects of the bikeway on flooding and water quality. If results of the analysis indicated that adverse effects would be substantial, changes to the bikeway design that would reduce those effects shall be recommended and where feasible, implemented.

Mitigation Measure HY-2: Flood Impact Avoidance Measures:

Design and locate bikeways structures in 100-year floodplain areas so that no substantial increase in water surface elevation results from installation of such features. The City shall ensure that the structures associated with Class I bikeways, along with all other features associated with uses in parks and open space areas in the 100-year floodplain, are designed and located so that such features do not obstruct flood flows, create a public safety hazard, or result in any increase in water surface elevations onsite or downstream. Fences shall be sized, placed, and securely anchored to minimize the potential for floodwaters to flow toward unprotected areas or areas outside of the floodplain. Railings shall be designed to rotate parallel

to stream flow during periods of elevated flows to minimize the potential for obstruction of flood flows. During the design phase for projects in flood-prone areas, hydrologic modeling shall be conducted to demonstrate that water surface elevations would not increase substantially following construction.

Land Use and Land Use Planning

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10.	**LAND USE AND LAND USE PLANNING — Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Impact Analysis

a. **Less than Significant.** Implementation of the BMP update would result in construction of a system of bikeways throughout the City. Approximately 4 miles of Class I bikeways would be constructed in open space areas and parks along creek corridors; Class II-III bikeways, which are on-street facilities, would be included on new or existing roadways. The purpose of these bikeways is to link various areas of the city of pedestrians and bicyclists and to provide an alternative mode of nonpolluting transportation.

Although constructing bikeways would create linear travel corridors throughout the city, these corridors would provide linkages through, rather than divide, the community. This impact is considered less than significant**.**

b. **Less than Significant.** Land use compatibility was already considered for most of the proposed class II and class III facilities during the adoption of the General Plan in 2011 and the original Bicycle Master Plan. The 2015 Bikeway Master Plan and General Plan Update proposes several new Class I bike trails that were not previously included within any of these documents, particularly along the Creek and SMUD utility corridor (Priority 1 and Trail Segments Identified by the City Council).

The designation of new trails within open space and parks and recreation areas will not result in a conflict with any adopted land use plan, policy or regulation. The addition of these off-street facilities implements the City's General Plan Policies:

> *Goal 29: Plan, design, construct, and manage a Complete Streets transportation network that accommodates the needs of all mobility types, users, and ability levels.*
>
> *Goal 34: Preserve, protect, and enhance natural habitat areas, including creek and riparian corridors, oak woodlands, and wetlands*

Goal 38: Establish a system of creekside trails, passive open space, and parks for public use.

Goal 39: Create open spaces in future urban development with natural features for public use and enjoyment.

Goal 59: Ensure that ample and appropriate parks and recreation facilities and programs are available to all residents.

The bikeway projects would provide a recreational amenity and improve access to open spaces areas for local residents as identified by the General Plan. This potential impact is less than significant.

There are also several proposed Class II and III bike routes that were not previously identified in the General Plan, or the original Bikeway Master Plan. The newly-proposed on-street facilities will be located on existing roadways. These roadways were previously determined to be compatible with their surrounding land uses either through the General Plan or Capital Improvement Project process.

The addition of bike lanes and signs/striping will not substantially alter the roadway as perceived by the adjacent land uses. For example, bike lane installation will not increase roadway capacity or noise. Further, roadway improvement projects, including bike lane construction, are a typical activity associated with roadways. This potential impact is less than significant.

Adjacent landowners/residents may be concerned with loss of privacy that could result from construction and operation of bikeways. Adjacent landowners may also be concerned about the potential for increased incidence of vandalism or other illegal or illicit activities in open space areas. Privacy concerns of adjacent owners will be addressed after the final alignment of bikeways has been determined during the site-specific design phase for individual projects. However, analysis of privacy impact is not required under CEQA.

The BMP Update includes the proposed adoption of an amendment to the General Plan Map 8 to ensure consistency with the BMP.

c. **No impact.** The project site is not subject to an HCP or NCCP.

Mitigation Measures

No mitigation measures warranted.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Analysis

a –b. **No Impact.** There are no known mineral resources in the vicinity of the project.

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12. NOISE — Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Result in exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Analysis

a-d. **Less than Significant.** The City of Citrus Heights Municipal Code contains Standards that apply to noise levels allowed within a residential area (City of Citrus Heights,

2008). Section 34-86 of the Municipal Code identifies noise standards of 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA between the hours of 10:00 p.m. and 7:00 a.m.

Construction

Implementation of the Bikeway Master Plan Update would include the construction of Class 1 bike paths and Class II bike lanes. Construction activities will generate noise, including ground born vibration resulting from the use of heavy construction vehicles and equipment. The project is required to comply with the City of Citrus Heights Noise Ordinance that limits construction to between the hours of 6:00 a.m. and 8:00 p.m. weekdays and between the hours of 8:00 a.m. and 8:00 p.m. on weekends.

The Noise Ordinance represents the community standard for acceptable levels of noise, it follows that bikeway construction noise, although above ambient levels, is not considered to have a substantial effect upon surrounding land uses. This determination is made in consideration of the temporary nature of construction activities. Therefore, this impact is also less than significant.

Bikeway Maintenance

Maintenance of Class II and III Bikeways – Maintenance activities for Class II bike lanes and Class III bike routes will include street sweeping, striping repair, asphalt repair and other activities commonly associated with roadway maintenance. The designation of a roadway as a Class II or III bikeway will not substantially increase the level of maintenance activities for the road. Therefore, the impact is less than significant

Maintenance of Class I Trails – Maintenance activities for Class I bike paths will include weed spraying and mowing, litter pick-up, sweeping of debris, and asphalt maintenance (including crack seal/patching, slurry seal and overlays). Crack seal and patching will occur as needed, while slurry seals/overlays will occur typically 1 time every 5 to 8 years, or as necessary. The City expects that all maintenance activities will occur during daytime hours.

Noise associated with these maintenance activities will include regular vehicular noise as well as noise from mechanical mowing and sweeping equipment. Slurry seals and overlays will use vehicles similar to those described in the construction activities section. Mowers, blowers, weed cutters, and tractors can produce noise levels of up to 80 dBA at a distance of 100 feet. Newer equipment is outfitted with mufflers, which reduce the noise output to approximately 65 decibels at 50 feet. During infrequent asphalt maintenance activities, higher noise levels will be generated in association with the use of heavier vehicles.

These noise levels exceed the noise standards for the City's Noise Ordinance. As noted previously, the Noise Ordinance recognizes that typical municipal operations such as path and road maintenance may generate noise and exempts City maintenance activities from the requirements of the Noise Ordinance. Since most maintenance activities are of limited duration and infrequent in nature and given that

City operations and activities are exempt from regulation by the Noise Ordinance as noted above, the impact is less than significant.

Utilization of Class II and III Bikeways – Use of Class II bike lanes and Class III bike routes would include commuting and recreational bicycling. Resulting noises would primarily be normal speech by bicyclists. Normal levels of speaking produce approximately 50 dB at a distance of 15 feet. This level of noise is less than the standards established by Noise Ordinance. Further, 50 dB is much lower than typical auto noise along a roadway. Therefore, the potential noise impact resulting from normal use of Class II bike lanes and Class III bike routes is less than significant.

Utilization of Class I Bike Trails - Normal use of the Class I bikeways includes commuter and recreational bicycling, walking, jogging, and rollerblading. Dogs on a leash are permitted on Citrus Heights bike paths. No motorized vehicles are permitted on Class I bike trails. Given these user characteristics, the normal noises resulting from use of a trail would be speech by trail users, and occasional dog barking.

The maximum allowable exposures to transportation noise sources are 60 dB Ldn for residential areas. Normal levels of speaking produce approximately 50 dB at a distance of 15 feet. As a result, normal use of bikeways is not expected to cause significant levels of operation-related noise. Individual violations of the noise ordinance may be addressed through the City's Police Department. As a result, this impact is less than significant.

e-f. **No Impact.** The project is not located within two miles of a public airport or private airstrip. The project would not expose people working in the area to excessive noise levels.

Mitigation Measures

No mitigation measures warranted.

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Impact Analysis

a. **No Impact.** Implementation of the Bikeway Master Plan will not either directly or indirectly facilitate or induce population growth. Instead, the bikeway projects planned therein are transportation and recreational facilities that will be made available to existing City residents.

b,c. **Less than Significant.** The Class I and Class II bikeway projects contemplated by the BMP Update may in some instances require right-of-way acquisition. Right-of-way acquisitions for bikeway projects may involve the acquisition of undeveloped portions of residential, commercial and other types of properties. The actual amount of right-of-way required for each bikeway project is not known at this time and will be determined during project-specific planning and engineering. The City is not intending to and does not expect any of the bikeway projects to require displacement of existing homes, businesses or persons. Therefore, the potential impact is less than significant

Mitigation Measures

No mitigation measures warranted.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Impact Analysis

ai. **Less than Significant.** The project will not generate additional residents and would not result in the need for expanded fire facilities. The construction of Class I trails would provide people with improved access to open space areas that were previously more difficult to access. Additional use of trails could increase calls for emergency services within open space. Class I trails are designed to accommodate emergency vehicles in emergency situations and therefore this potential impact is less than significant. Designing trails to accommodate emergency vehicles would make it easier for fire personnel to respond to wildland fires. However, the presence of people will increase the risk of wildland fires. This potential impact is discussed in the Hazards section of this report.

aii. **Less than Significant.** The Project will not generate additional residents and would not result in the need for new or expanded police facilities. Property owners and residents commonly express a concern regarding the potential for increased vandalism and illegal activities in areas where trails are constructed. Creek Corridors are currently patrolled by police officers on an routine basis. The construction of Class I trails will provide improved access for the Police Department and enable bike patrols and foot patrols of the creek corridors. As a result, the potential impact to police services is less than significant

aiii. **No Impact.** The BMP Update will not generate additional residents and would not result in the need for new or expanded school facilities. Bikeway projects identified in the BMP are further intended to facilitate enhanced access to schools. There is no impact.

aiv. **Less than Significant**. The City's General Services Department will maintain any trail construction on City Property. Although the Bikeway Master Plan identifies trails located on Sunrise Recreation and Park District Properties (SRPD), the construction and maintenance of trails on those properties will be maintained by SRPD.

Maintenance activities include weed control, shrub and tree trimming, and trash removal. The City General Services Department will also provide bikeway maintenance services, including weed spraying, drainage control and asphalt repair. The project will increase the demand for bike path maintenance within the City. Although the maintenance requirements for trails will increase, the bikeway projects will not result in the need for new or expanded parks or streets maintenance facilities. As a result, this impact is considered less than significant.

av. **Less than Significant.** The project is not expected to result in the need for new or expanded transit, library, ambulance or other services. Bikeway projects may include earthwork or other activities that have the potential to affect underground or aboveground utility services such as natural gas service, telephone service, cable television and electric service. The City's Construction standards include requirements to contact service providers that may be affected to ensure that conflicts are avoided or if conflicts cannot be avoided that measures are taken to avoid service disruptions. As a result, the impact is less than significant.

Mitigation Measures

No mitigation measures warranted.

Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact Analysis

a – b. **Less than Significant.** The project would not add new residents or create new land uses that would impact existing recreation facilities. The project would likely result in additional residents and visitors utilizing existing parks because the planned bikeways are intended to provide connections to parks. However, it would be expected that many of these users would already be utilizing the park and recreation facilities and would be simply be using a non-motorized transportation alternative to reach the parks and open spaces.

The proposed project would increase the use of existing parks and recreation facilities to the extent that the expanded bikeway system will encourage park and open space use for residents who were not previously using these recreational facilities, or additional use by those already using the recreational facilities. However, this increased use would not be expected to substantially impact the parks and facilities to the extent that physical deterioration would occur nor would these facilities need to be expanded. Therefore, the project would have a less than significant impact on recreation facilities

Mitigation Measures

No mitigation measures warranted.

Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Impact Analysis

a,b. **Less than Significant.** The project will not conflict with any applicable plans, ordinances or policies. The project will implement several Goals of the General Plan. The project may result in Temporary Construction Impacts, Permanent Roadway Impacts, and increase Recreational Use.

Temporary Construction Impacts: Construction of Class II bike lanes and in some instances Class I bike trails may require lane closures on existing roadways. Lane closures may temporarily impede traffic flow or cause an intersection to operate outside of City LOS standards. Because the need for lane closures cannot be determined until the design phase of individual bikeway projects, this document cannot analyze traffic conditions that may result from temporary construction activities. However, the City's Design/Construction Standards require any project involving lane closures or otherwise affecting traffic on existing streets to implement a traffic control plan that includes measures to minimize the impact to local traffic and warning signs per the MUTCD. The City's implementation of the Construction Standards would result in a less than significant level.

Permanent Roadway Impacts: The project proposes the installation of Class II bike lanes on several existing streets. In most instances, the bike lanes will be installed during a road widening or overlay project. In some cases, the project proposes bike lane installation on an existing section of roadway that is not planned for widening. However, the BMP Update is not intending or proposing to remove travel lanes or otherwise significantly effect vehicular travel lanes during the installation of Class II bike lanes. The Class II bike lane project would be required to provide sufficient right-of-way and improvements to maintain existing and planned vehicular levels of service and be designed to comply with the City's Construction Standards for lane width and overall design. As a result, this impact is less than significant.

Increased Recreational Use of Bikeways: Implementation of the Bikeway Master Plan would also increase on-street and off-street recreational bicycling. Construction of bikeways would further increase walking, jogging, rollerblading and other non-cycling recreational trail use. Most recreational users will be Citrus Heights residents, with some non-residents. The City expects that a majority of bikeway users to begin and end their recreational trips at their home or worksite. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. The number of new recreational trips is not expected to be substantial. Further, the new recreational trips will typically take place on weekends and before or after work, outside peak commute hours. As a result, there will be little or no impact to traffic and no impact to levels of service resulting from increased recreational use of bikeway facilities. The potential impact is less than significant.

c. **No Impact**. Implementation of the BMP will include the construction of structures, including bridges that span creeks or roadways. As noted in the Hazards section, there are no airports within or in close proximity to Citrus Heights. Further, BMP Update implementation will not involve aircraft operations or otherwise affect air traffic patterns. There is no impact.

d. **Less than Significant.** Bikeway projects proposed by the BMP Update will be designed and constructed in accordance with the City Design/Construction Standards and by reference therein the Cal Trans Highway Design Manual, MUTCD, and other applicable standards. The standards include but are not limited to specifications for minimum width, clearance to obstructions, sight distance, signs, intersections with and relation to roadways, grading, structures (including bridges) and lighting. Compliance with these standards would ensure that bikeway design features do not result in significant hazards. The impact is less than significant.

e. **Less than Significant.** As noted previously, construction of Class II bike lanes and in some instances Class I bike trails may require temporary lane closures on existing roadways. Lane closures could impede or slow emergency response vehicles. Because the need for lane closures cannot be determined until the design phase of individual bikeway projects, this document cannot analyze the specific impact to emergency response from temporary construction activities. As noted previously, the Construction Standards require any project involving lane closures or otherwise affecting traffic on

existing streets to institute a traffic control plan that includes measures to minimize the impact to local traffic and warning signs per the MUTCD.

Implementation of a traffic control plan would take emergency response into consideration. The City's Construction Standards include a determination that the requirements of the Construction Standards would mitigate this potential impact to a less than significant level.

The installation of Class II bike lanes can result in a wider roadway section. This will not affect and may benefit emergency responders. Installation of Class I bike lanes will enhance emergency vehicle access into open space areas. As a result, this potential impact is less than significant impact.

f. **Less than Significant.** Removal of on-street parking: Vehicular parking is provided as either on-street or off-street parking. In new development, the City Zoning Ordinance requires that the demand for parking be accommodated by off-street parking lots. As a result, collector and arterial roadways typically include bike lanes and do not include on-street parking. On-street parking is typically permitted on local residential streets and on collector streets.

The project proposes new bike lanes on several existing streets. In most instances, the streets involved are: Arterial or collector roadways where parking is not currently permitted and is not planned for or local streets where adequate right-of-way is available for both parking and bike lanes. In those instances, the impact on parking capacity will be less than significant.

Increased Demand for Vehicular and Bicycle Parking: As noted previously, implementation of the Bikeway Master Plan and General Plan may increase on-street and off-street recreational bicycling. Construction of Class I trails would further increase walking, jogging, rollerblading and other non-cycling recreational trail use. Most recreational users will be Citrus Heights residents, with some non-residents. The City expects that a majority of bikeway users to begin and end their recreational trips at their home or worksite. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. Users will park in either: Designated municipal parking lots, such as at schools, parks, and libraries; in available on-street parking in neighborhoods; or in commercial parking lots. The number of new recreational trips is not expected to be substantial. As a result, the potential impact upon vehicle parking is less than significant.

To the extent that the BMP Update increases the journey to work mode split for bicycling, the overall demand for vehicle parking may be reduced and the demand for bicycle parking will be increased. The City of Citrus Heights Zoning Code includes bike parking requirements that are expected to sufficiently accommodate any increased demand for bicycle parking. As a result, the potential impact upon bicycle parking is less than significant.

g. **No Impact.** Implementation of the BMP Update's bikeway projects and implementing policies would encourage the use of bicycles for commuting, recreational, and other trips. One of the primary goals of the plan is to increase the mode split for bicycling. Implementation of the BMP Update will result in long-term, beneficial impacts related to alternative transportation. There is no impact.

Mitigation Measures

No mitigation measures warranted.

Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact Analysis

a,b,d,e. **Less than Significant.** The project would not require the construction of new water or wastewater facilities, nor would it affect wastewater treatment facilities. Support facilities for the proposed bikeways may include drinking water, restrooms, and trash receptacles. These would typically be provided at existing or planned parks and other public facilities. There may be some locations that require stand-alone drinking fountains and locations that would need separate restrooms. Minimal water supplies would be necessary beyond those needed for construction activities or limited drinking fountains. Any stand-alone rest room facilities would be relatively small and very limited in number. Therefore, the impacts to water and wastewater facilities would be less than significant.

Sacramento Area Sewer District (SASD) sewer lines are often located along creeks where Class I trails are planned. Class I trail construction and maintenance activity could temporarily interfere with the ability of SASD staff to perform routing or emergency maintenance activities on affected sewer lines. However, Class I bike trail construction projects are required to follow the City Construction Standards including early consultation with all service providers. This consultation will ensure that the potential impact related to temporary obstruction of access to sewer lines is less than significant. Since Class I trails are designed to facilitate maintenance vehicle access to open space per the Design/Construction standards, placement of bike trails in proximity to sewer lines is beneficial.

c. **Less than Significant.** Storm water in Citrus Heights 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 such as paved trails. Class II bike lanes are proposed along existing roads. For existing roads, Class II bike lanes will typically be installed with a road widening project, but in some instances may be installed as a separate bikeway project. In either case, new or modified drain inlets and pipes may be required because there will be an increase in the amount of impervious surfaces and because existing inlets/outfalls may be located in an area proposed for widening. The need for new or modified drain inlets or pipes would be evaluated during the project-specific planning and engineering for a project.

Proposed Class I trails may also 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. There will also be instances where existing drainage facilities from roadways and other capital improvements will be modified by new Class I trails. The need for new or modified drain inlets or pipes would be evaluated during the project-specific planning and engineering for a project.

The impervious surfaces resulting from new Class I bike trails and Class II bike lanes will increase the amount of water entering the City's creek system. The City Construction Standards include Best Manage Practices intended to mitigate the environmental effects associated with storm water drainage and would mitigate this potential impact to a less than significant level.

f,g. **Less than Significant.** Bikeway projects constructed may generate solid waste during construction. The solid waste would be disposed of at a waste handling facility, which complies with all federal, state, and local regulations. The solid waste generated during construction would be mostly roadway materials (earthwork and asphalt concrete). After construction or designation, public use of Class II bike lanes and Class III bike routes would not be expected to generate any significant amounts of solid waste.

Once constructed, Class I bike paths and support facilities may provide trash receptacles at periodic intervals, specifically at trailheads. However, the amount of solid waste generated by use of the bikeways is anticipated to be minimal; therefore, the impacts would be less than significant.

Mitigation Measures

No mitigation measures warranted.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

a. Based upon the analysis, the proposed project will not: degrade the quality of the environment; substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of major periods of California's history or prehistory.

The Biological Resources section of this initial study contains a detailed evaluation of the project's potential affect upon the environment, including vegetation, fish and wildlife, and rare, threatened, endangered or special-status plant and animal species. That analysis concludes that implementation of the project would result in a potentially significant impact upon biological resources; however, the following mitigation measures would reduce the potential effect on biological resources to a less than significant level:

BIO-1 – BIO-7

The Cultural Resources section of this initial study contains an evaluation of the project's potential impacts on historic and pre-historic cultural resources. That analysis concludes that implementation of the project could result in a potentially significant impact on cultural resources; however, the following mitigation measures would reduce the potential effect to a less than significant level:

CR-1 – CR-4

b. All of the potentially significant impacts have been reduced to a less than significant level with the recommended mitigation measures. In addition, these impacts are primarily related to construction of bikeways and are therefore temporary. With the implementation of this mitigation measures, the impacts resulting from implementation of the project would not be cumulatively considerable when viewed in connection with the effects of past, current, or probable future projects.

c. Potentially significant impacts that may affect humans include those related to air quality, hazards, hydrology/water quality and noise. With incorporation of mitigation measures, implementation of the project would not cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measures

No new mitigation measures are required. See Air Quality, Biology, Cultural Resources, Hydrology and Water Quality, sections for Mitigation Measures that apply to the Mandatory Findings of Significance.

References

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Sacramento County*. Emergency Operations Plan*. December 2008

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