



City of Galt

NEGATIVE DECLARATION

1. Project Title: Bicycle Transportation Plan (BTP) – Update 2011
2. Project Description: The project is an Update of the City of Galt’s Bicycle Transportation Plan (BTP). The purpose of the update is to:
 - Understand current bicycling conditions based upon changes in attitude, policies and bicycle demand;
 - Review bikeways and bicycle programs for suitability based on current standards;
 - Review / revise Goals and Objectives regarding bicycle facilities
 - Meet updated requirements for funding;
 - Insure that the BTP is consistent with existing relevant documents such as Galt’s General Plan Circulation and Land Use Elements, and Park and Recreation Plan, and Sacramento County’s Countywide Bicycle Transportation Plan

Approval of this document does not authorize activities to be undertaken or result in any physical changes in the environment. The BTP addresses: existing conditions, public participation, goals and objectives, consistency with other jurisdictional policy documents, safety, education programs, proposed facility improvements, funding opportunities, and define priorities for improvements.

The document is not intended to design or detail the construction of improvements. Actual physical improvements (striping, signage, pavement additions) will occur either after, or concurrent with larger projects where CEQA evaluation assesses the impacts of the improvements associated with larger projects, such as Specific Plans or Subdivisions.

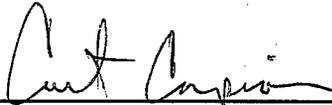
As related to the following environmental impact questions, the document in and of itself has no direct negative impact, and is in fact a policy document intended to improve environmental quality by proposing facilities that encourage bicycling for commuting and recreation as an alternative to the use of vehicles that burn fossil fuels.

3. Project Location: City of Galt
4. Project Proponent: City of Galt, 380 Civic Drive, Galt, California 95632

5. Negative Declaration: The City of Galt has found that the proposed project will have no significant effect to the environment.

Contact Person: Curt Campion, Planning Director
City of Galt
495 Industrial Drive
Galt, CA 95632,
(209) 366-7230

6. Initial Study: The initial study is attached documenting reasons to support findings of no significant effect on the environment.
7. Mitigation Measures: None



Curt Campion, Community Development Director

Negative Declaration



CITY OF GALT

Initial Study Environmental Checklist Form

1. Project title: **Bicycle Transportation Plan (BTP) – Update 2011**
2. Lead agency name and address: **City of Galt
Community Development Department
495 Industrial Drive
Galt, CA 95632**
3. Contact person and phone number: **Curt Campion, Community Development Director
209-366-7230**
4. Project location: **City of Galt**
5. Project sponsor's name and address: **City of Galt
Community Development Department
495 Industrial Drive
Galt, CA 95632**
6. General plan designation: **Not Applicable**
7. Zoning: **Not Applicable**
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

PROJECT DESCRIPTION

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- Understand current bicycling conditions based upon changes in attitude, policies and bicycle demand;
- Review bikeways and bicycle programs for suitability based on current standards;
- Review / revise Goals and Objectives regarding bicycle facilities
- Meet updated requirements for funding;
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Approval of this document does not authorize activities to be undertaken or result in any physical changes in the environment. The BTP addresses: existing conditions, public participation, goals and objectives, consistency with other jurisdictional policy documents, safety, education programs, proposed facility improvements, funding opportunities, and define priorities for improvements.

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Actual physical improvements (striping, signage, pavement additions) will occur either after, or concurrent with larger projects where CEQA evaluation assesses the impacts of the improvements associated with larger projects, such as Specific Plans or Subdivisions.

As related to the following environmental impact questions, the document in and of itself has no direct negative impact, and is in fact a policy document intended to improve environmental quality by proposing facilities that encourage bicycling for commuting and recreation as an alternative to the use of vehicles that burn fossil fuels.

9. Surrounding land uses and setting: (Briefly describe the project’s surroundings.)

Not Applicable

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

Not Applicable

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Storm Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Recreation | <input type="checkbox"/> Mandatory Findings of Significance |

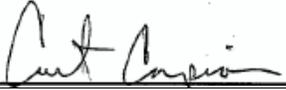
DETERMINATION: (To be completed by the Lead Agency)

On behalf of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environmental, 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 revisions in the project have been made by or agreed to by the project proponent. 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 a 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 the earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



1-24-2011

Planner's Signature

Date

Curt Campion

Planner's Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

Pursuant to Section 15063 of the California Environmental Quality Act Guidelines, a brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the projects outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	()	()	()	(X)
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	()	()	()	(X)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	()	()	()	(X)
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	()	()	()	(X)

Comments:

<p>The elements associated with the striping/signing of bike lanes or bike routes will not affect the aesthetics of the surrounding landscape. The construction of bike paths in currently non-paved areas is not expected to have an adverse affect on any of the issues identified above. Therefore, it is deemed that the BTP will have no significant impact on this factor.</p>
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Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURAL 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. 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? | () | () | () | (X) |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | () | () | () | (X) |
| (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | () | () | () | (X) |

Comments:

<p>The majority of improvements identified in the BTP involves striping on existing streets or will be included in the development of future streets. However, the improvements of Class II or Class III bikeways will not in and of themselves impact agricultural resources. Proposed Class I improvements may impact existing agricultural property. However, these bikeway improvements are not expected to occur unless the surrounding development of the land is approved as part of a larger development project that will have environmental issues mitigated via another environmental document. Therefore, it is deemed that the BTP will have no significant impact on this factor.</p>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. 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?	()	()	()	(X)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	()	()	()	(X)
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)?	()	()	()	(X)
d) Expose sensitive receptors to substantial pollutant?	()	()	()	(X)
e) Create objectionable odors affecting a substantial number of people?	()	()	()	(X)

Comments:

<p>The policies associated with the BTP are expected to improve air quality by encouraging and providing people an alternative to drive vehicles that produce air pollution. Therefore, it is deemed that the BTP will have no significant negative impact on this factor.</p>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. 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 in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	()	()	()	(X)
b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	()	()	()	(X)
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?	()	()	()	(X)
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors or impede the use of native wildlife nursery sites?	()	()	()	(X)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	()	()	()	(X)
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?	()	()	()	(X)

Comments:

<p>Although the proposed improvements associated with Class 1 Bike Paths <u>may</u> be depicted in the document to include crossings of sensitive areas, however any bike transportation improvements would not occur until road right of way construction is complete. Any such construction would be due to a larger project, subject to prior CEQA review. This same process would apply to bike trail development as well. The BTP is a policy document and does not authorize activities to be undertaken or result in physical changes to the environment. Therefore, as a policy document, it will have no significant impact on this factor.</p>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	()	()	()	(X)
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	()	()	()	(X)
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	()	()	()	(X)
d) Disturb any human remains, including those interred outside of formal cemeteries?	()	()	()	(X)

Comments:

Although the proposed improvements associated with Class 1 Bike Paths may include (details to be determined at a design stage) crossings of cultural resource areas, most of the proposed routes will likely be associated with other larger development projects subject to another environmental document. Class 1 improvements recommended to “fill gaps” in existing routes will require specific design detailing before a proper assessment of the cultural resources impact can be determined. However, the BTP, as a policy document, will have no significant impact on this factor.

VI. GEOLOGY AND SOILS -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.	()	()	()	(X)
b) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving strong seismic ground shaking?	()	()	()	(X)
c) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	()	()	()	(X)
d) Expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving landslides?	()	()	()	(X)
e) Result in substantial soil erosion or the loss of topsoil?	()	()	()	(X)
f) 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?	()	()	()	(X)
g) 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?	()	()	()	(X)
h) 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?	()	()	()	(X)

Comments:

<p>The BTP Project is a Planning Policy document with no direct impact due to construction of any proposed facilities associated with this potential environmental factor. Proposed improvements associated with bike lanes, bike routes or bike paths will not result in any significant impacts relating to the factors identified above.</p>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. 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? | () | () | () | (X) |
| 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? | () | () | () | (X) |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | () | () | () | (X) |
| 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? | () | () | () | (X) |
| 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? | () | () | () | (X) |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area? | () | () | () | (X) |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | () | () | () | (X) |
| 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 wild lands? | () | () | () | (X) |

Comments:

The improvements associated with bikeway facilities do not lend themselves to producing hazardous materials that could create any potential significant impacts nor affect any of the factors identified above.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	()	()	()	(X)
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)?	()	()	()	(X)
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	()	()	()	(X)
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	()	()	()	(X)
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?	()	()	()	(X)
f) Otherwise substantially degrade water quality?	()	()	()	(X)
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?	()	()	()	(X)
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	()	()	()	(X)
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?	()	()	()	(X)
j) Inundation by seiche, tsunami, or mudflow?	()	()	()	(X)

Comments:

<p>Although the potential construction of some Class 1 bike paths may cross streams, the intent would be to span the water/flood plain in such a way as to not significant interfere with the hydrology of the water course. Class 1 improvements recommended to “fill gaps” in existing routes will require design detailing before a proper assessment of the hydrology impact can be determined. Also, as a policy document providing schematic route recommendations, the BTP will have no significant impact on this factor.</p>

IX. STORMWATER QUALITY --

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in increase of erosion during the construction process?	()	()	()	(X)
b) Result in an increase of the level of pollutants in storm water runoff from the post-construction activities.	()	()	()	(X)
c) Result in an increase of the discharge of storm water from material storage areas, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	()	()	()	(X)
d) Cause the impairment of the beneficial uses of receiving waters or areas that provide water quality benefit or cause significant harm on the biological integrity of the waterways and water bodies by the discharge of storm water?	()	()	()	(X)
e) Cause significant changes in the flow velocity or volume of storm water runoff to cause environmental harm and the potential for significant increases in erosion of the project site and surrounding areas?	()	()	()	(X)

Comments:

The construction of narrow asphalt paths or striping / signing associated with bike lanes/bike routes will not significantly change storm water run-off, or its quality, and therefore these are not applicable to the factors identified above. The BTP Project is a Planning Policy document with no significant impact associated with this potential environmental factor.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	()	()	()	(X)
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?	()	()	()	(X)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	()	()	()	(X)

Comments:

The BTP encourages the connectivity of the community and supports the policies of the current general plan and other planning documents, including the Parks and Recreation Master Plan, and will not create any significant impact identified with this factor.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. 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?	()	()	()	(X)
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?	()	()	()	(X)

Comments:

The BTP Project is a Planning Policy document with no direct impact associated with this potential environmental factor. Mineral resources will not be significantly impacted by the improvements proposed in the BTP.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE -- Would the project result in:				
a) 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?	()	()	()	(X)
b) Exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels?	()	()	()	(X)

- | | | | | |
|---|-----|-----|-----|-----|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | () | () | () | (X) |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | () | () | () | (X) |
| 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 expose people residing or working in the project area to excessive noise levels? | () | () | () | (X) |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | () | () | () | (X) |

Comments:

The resulting bike way improvements recommended in the BTP will not result in significant noise impacts.
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- | | Potentially Significant Impact | Less Than Significant With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| XIII. POPULATION AND HOUSING -- Would the project: | | | | |
| a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)? | () | () | () | (X) |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | () | () | () | (X) |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | () | () | () | (X) |

Comments:

The implementation of bikeways has no significant impact on population or housing.
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XIV. PUBLIC SERVICES -- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	()	()	()	(X)
b) Police Protection?	()	()	()	(X)
c) Schools?	()	()	()	(X)
d) Parks?	()	()	()	(X)
e) Other public facilities?	()	()	()	(X)

Comments:

Although bikeways are designed to link to park and school sites, the bikeway facilities are considered alternative routes and an alternative option to vehicular travel. Therefore, it is not expected that these alternative routes would significantly impact the need for public services in the ways in which this environmental factor is defined.

XV. RECREATION --

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	()	()	()	(X)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have been an adverse physical effect on the environment?	()	()	()	(X)

Comments:

Although bikeways are designed to link to park sites, the bikeway facilities are considered alternative routes and an alternative option to vehicular travel. Therefore, it is not expected that these alternative routes would increase the use, and not significantly impact the parks or other recreation facilities in the ways in which this environmental factor is defined.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC --				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase on either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	()	()	()	(X)
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	()	()	()	(X)
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?	()	()	()	(X)
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	()	()	()	(X)
e) Result in inadequate emergency access	()	()	()	(X)
f) Result in inadequate parking capacity?	()	()	()	(X)
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	()	()	()	(X)

Comments:

<p>The proposed bikeway facilities are considered an alternative option to vehicular travel and are expected to mitigate the factors identified in this environmental factor. Therefore, the BTP should only have a positive impact on traffic factors, and no significant adverse impacts.</p>

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

Comments:

Run-off from proposed Class 1 bike paths would be insignificant as defined in this environmental factor. Since bike lanes would be a part of a roadway, the run-off issues would be handled via any environmental document associated with the construction of that roadway. Other factors are not applicable, resulting in no significant impact.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project 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?	()	()	()	(X)
b) Does the project 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 probably future projects)?	()	()	()	(X)
c) Does the project have environment effects which will cause substantial adverse effects on human beings, either directly or indirectly?	()	()	()	(X)

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration per Section 15063(c)(3)(D). **NO EARLIER ANALYSES WAS USED FOR THIS PROJECT**