

RESOLUTION NO. 2004-67

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT ON THE GRANT LINE
ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT, MAKING
FINDINGS OF FACT RELATING TO THE FEASIBILITY OF MITIGATION MEASURES
AND PROJECT ALTERNATIVES, AND ADOPTING A MITIGATION MONITORING
AND REPORTING PROGRAM**

WHEREAS, the City of Elk Grove began preliminary planning of the improvement of the Grant Line Road/State Route 99 Interchange upon incorporation in 2000; and

WHEREAS, the City of Elk Grove determined that the Grant Line Road/State Route 99 Interchange Reconstruction Project (also referred to herein as "Project") was a project requiring review pursuant to the California Environmental Quality Act (CEQA), Public Resources Code 21000 et seq. and that preparation of an Environmental Impact Report (EIR) was necessary to evaluate the potential environmental effects of the project; and

WHEREAS, a Notice of Preparation was released for public and agency review and comment on August 30, 2000; and

WHEREAS, the City of Elk Grove distributed a Notice of Availability for the original Draft EIR on December 15, 2000; and

WHEREAS, the Draft EIR was also submitted to the State Clearinghouse for state agency review; and

WHEREAS, the City of Elk Grove Planning Commission held a public meeting on January 25, 2001 to receive public comments on the Draft EIR; and

WHEREAS, the City of Elk Grove re-opened the comment period on the original Draft EIR for another 45 days as set forth in a subsequent Notice of Availability on October 26, 2001 in order to provide additional time for agencies and the public to comment; and

WHEREAS, the City of Elk Grove also prepared and publicly released Volume 2 of the EIR (Response to Comments on the original Draft EIR) on October 26, 2001; and

WHEREAS, the City of Elk Grove determined that as a result of changes in the setting conditions (anticipated new City General Plan and updated Metropolitan Transportation Plan) that the entire EIR would require recirculation pursuant to the requirements of CEQA; and

WHEREAS, the City of Elk Grove held a public scoping meeting on the project at the February 13, 2003 Elk Grove Planning Commission meeting; and

WHEREAS, the City of Elk Grove distributed a Notice of Availability for the Revised Draft EIR on December 5, 2003; and

WHEREAS, the Revised Draft EIR was also submitted to the State Clearinghouse for state agency review; and

WHEREAS, the City of Elk Grove Planning Commission held a public meeting on January 8, 2004 to receive public comments on the Revised Draft EIR and those comments were received and considered in the Final EIR; and

WHEREAS, the City of Elk Grove responded to all written comments received on the Revised Draft EIR in the Final EIR; and

WHEREAS, the City Council of the City of Elk Grove reviewed all evidence presented both orally and in writing and intends to make certain findings in compliance with CEQA, which are more fully set forth below in Exhibit A, incorporated by reference and on file in the office of the Cit Clerk.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Elk Grove as follows:

1. Certification of the Final EIR

A. The City Council of the City of Elk Grove hereby certifies that the Final EIR has been completed in compliance with the requirements of the California Environmental Quality Act.

B. The City Council of the City of Elk Grove hereby certifies that the Final EIR was presented to the City Council and that the City Council reviewed and considered the information contained in the Final EIR prior to taking action on the Project.

C. The City Council of the City of Elk Grove hereby certifies that the Final EIR reflects the independent judgment and analysis of the City Council of the City of Elk Grove.

2. Findings on Impacts

The City Council finds:

A. The EIR identifies twenty-five (25) potentially significant impacts that can be mitigated to less-than-significant levels. The City Council makes the findings with

respect to significant impacts as set forth in Exhibit A, incorporated by reference and on file in the office of the Cit Clerk.

B. The EIR identifies five (5) potentially significant impacts that cannot be mitigated to less-than-significant level and are thus considered significant and unavoidable. However, Impact 3.9.2 is avoided with the adoption of the Green Alternative. The City Council makes the findings with respect to these significant and unavoidable impacts as set forth in Exhibit A.

3. Findings on Alternatives

Fifteen (15) project alternatives (including the Blue and Green Alternatives that were evaluated at an equal level of detail) were evaluated by the City of Elk Grove during project development and in the EIR. As set forth in Exhibit A, these alternatives result in more severe environmental effects, do not meet the basic project objectives, or do not provide any substantial environmental benefits as compared to the Project. The City Council hereby finds that the Project, as mitigated by adoption of mitigation measures identified in the EIR, can be feasibly implemented and serves the best interests of the City of Elk Grove.

4. Statement of Overriding Considerations

Because the adoption of all feasible mitigation measures will not substantially lessen or avoid all significant adverse environmental effects caused by the project, the City Council adopts a Statement Of Overriding Considerations concerning the project's unavoidable significant impact to explain why the Project's benefits override and outweigh its unavoidable impacts on the environment as set forth in Exhibit A.

5. Adoption of the Mitigation Monitoring and Reporting Program

A. The City Council hereby finds that the proposed mitigation measures described in the Final EIR and Findings are feasible, and therefore will become binding upon the City and on future applicants. The Mitigation Monitoring and Reporting Program is included as Exhibit B.

B. The City Council hereby adopts the Mitigation Monitoring and Reporting Program, as set forth in Exhibit B, a incorporated by reference and on file in the office of the Cit Clerk.


6. Other Findings

A. The City Council finds that issues raised during the public comment period and written comment letters submitted do not involve any new significant impacts or "significant new information" that would require recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5.


PASSED AND ADOPTED by the City Council of the City of Elk Grove on this 7th day of April 2004.


SOPHIA SCHERMAN, MAYOR of the
CITY OF ELK GROVE

ATTEST:


PEGGY E. JACKSON, CITY CLERK

APPROVED AS TO FORM:


ANTHONY B. MANZANETTI,
CITY ATTORNEY

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2004-67

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) **ss**
CITY OF ELK GROVE)

I, Peggy E. Jackson, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on the 7th day of April 2004 by the following vote:


AYES 5: COUNCILMEMBERS: Scherman, Soares, Briggs, Cooper, Leary

NOES 0: COUNCILMEMBERS:

ABSTAIN 0: COUNCILMEMBERS:

ABSENT 0: COUNCILMEMBERS:





Peggy E. Jackson, City Clerk
City of Elk Grove, California

EXHIBIT A
Findings of Fact and Statement of Overriding Considerations for the Grant
Line Road/State Route 99 Interchange Reconstruction Project EIR

SCH# 1999011039

PREPARED BY:

CITY OF ELK GROVE
DEVELOPMENT SERVICES, PLANNING
8400 LAGUNA PALMS WAY
ELK GROVE, CA 95758

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Introduction

The Grant Line Road/State Route 99 Interchange Reconstruction Project Final Environmental Impact Report (EIR) identified significant impacts associated with the adoption of the Grant Line Road/State Route 99 Interchange Reconstruction Project (project). Approval of a project with significant impacts requires that findings be made by the Lead Agency pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000 et seq.), and State CEQA Guidelines (California Administrative Code, Title 14, Chapter 3) Sections 15043, 15091, and 15093. Significant impacts of the project would either: 1) be mitigated to a less than significant level pursuant to the mitigation measures identified in the EIR; or 2) mitigation measures notwithstanding, have a residual significant impact that requires a Statement of Overriding Consideration. Specifically, CEQA Guidelines Section 15091 requires lead agencies to make one or more of the following written findings:

1. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social or other considerations make infeasible the mitigation measure or project alternative identified in the Final EIR.

These Findings accomplish the following: a) they address the significant environmental effects identified in the EIR for the approved project; b) they incorporate all mitigation measures associated with these significant impacts identified in either the Revised Draft EIR or the Final EIR c) they indicate whether a significant effect is avoided or reduced by the adopted mitigation measures to a less-than-significant level, or remain significant and unavoidable, either because there are not feasible mitigation measures or because, even with implementation of mitigation measures, a significant impact will occur; and, d) they address the feasibility of all project alternatives identified in the Final EIR. For any effects that will remain significant and unavoidable, a "Statement of Overriding Considerations" is presented. The conclusions presented in these Findings are based on the Final EIR (consisting of the Revised Draft EIR, Response to Comments, and errata to the Revised Draft EIR) and other evidence in the administrative record.

To the extent that these Findings conclude that various proposed mitigation measures outlined in the EIR are feasible and have not been modified, superseded, or withdrawn, the City of Elk Grove hereby binds itself to implement these measures. These Findings are not merely informational, but constitute a binding set of obligations that will come into effect when the City of Elk Grove adopts the project (Public Resources Code, Section 21081.6[b]). The mitigation measures identified as feasible and within the City's authority to implement for the approved project become express conditions of approval which the City binds itself to upon project approval. The City of Elk Grove, upon review of the Final EIR, which includes the Revised Draft EIR, and based on all the information and evidence in the administrative record, hereby makes the Findings set forth herein.

CEQA Process Overview

Original Draft EIR (2000)

The Notice of Preparation (NOP) for the Draft EIR, which initiated the environmental review process for the project, was distributed by the City to Responsible Agencies, interested parties, and the public on August 30, 2000. The NOP comment period was from August 30 through September 29, 2000.

The Notice Of Availability (NOA) for the Draft EIR and the Draft EIR itself were released December 15, 2000. The Grant Line Road/State Route 99 Interchange Reconstruction Project Draft EIR has identified the following environmental issue areas as having significant and unavoidable impacts from implementation of the project associated with the three alternative interchange configurations that were considered (Blue, Green, Yellow):

- Public Services (extension of cul-de-sac length in exceedance of Elk Grove CSD Fire Department standards for the Blue and Green Alternatives)
- Air Quality (construction impacts for all alternatives)
- Noise (construction impacts for all alternatives)
- Biological Resources (cumulative for all alternatives)

The Elk Grove Planning Commission held a public hearing on January 25, 2001 on the adequacy of the Draft EIR and received testimony.

On October 26, 2001, the City re-opened the comment period on the Draft EIR for another 45 days as set forth in a subsequent Notice of Availability. This was done to ensure that all interested parties and individuals interested in commenting on the Draft EIR would have opportunity to do so given the length of time that has passed since the original Draft EIR comment period (December 2000 - January 2001). The Draft EIR had not been modified since its original release in December 2000. In addition, Volume 2 of the EIR (Response to Comments on the Draft EIR) had been publically released and that responded to all comments received during the original 45-day comment period.

At the November 8, 2001 Planning Commission meeting, the Planning Commission made recommendations to the City Council to adopt the Green Alternative and certify the Final EIR. However, no final action was taken by the City Council.

Need to Update the EIR

In July 2000, when City incorporated, the City Council adopted Ordinance 2000-1, which states that applicable County plans and ordinances, including the Sacramento County General Plan and Zoning Ordinance, would remain in effect as interim guidance until the City can complete its own General Plan and Zoning Code. Since that time, the City has been working to prepare a general plan, which was adopted on November 19, 2003. A draft General Plan was circulated for public review in late 2002 and early 2003; the General Plan Draft EIR became available for public review in August 2003. To comply with state law (Title 7 California Government Code, Division 1, Section 65360), the City was required to have an adopted General Plan in place by

the end of 2003. Recognizing the planned, imminent approval of its General Plan, and consistent with Ordinance 2000-1, the City determined that projects proceeding within its jurisdiction during the General Plan review process should consider consistency with the policies of the proposed General Plan rather than those of the interim Sacramento County General Plan. Therefore, the original EIR prepared in 2000-2001 for the Grant Line Road/SR 99 Interchange Reconstruction Project, which analyzed the proposed project's consistency with the interim County General Plan, The EIR needed to be updated to reflect the City's new General Plan.

SACOG also published a revised and updated MTP in May 2002 and the SACOG Board of Directors adopted the plan in July 2002. The document identified priorities for regional transportation improvement projects and updated traffic data and goals for the 25-year period from 2000 to 2025. The transportation and circulation analysis and modeling for the proposed project needed to be updated to be consistent with the most recent traffic data from SACOG and the new City of Elk Grove General Plan.

During consideration of the Transportation Element of the General Plan, the Planning Commission and City Council decided that the ultimate buildout width of Grant Line Road would be expanded from six lanes to eight lanes in the area of the project. As a result, to maximize efficiency of the design and construction of the proposed project, the Grant Line Road/SR 99 overcrossing structure needed to be redesigned to accommodate the possible future need for an eight-lane structure (plus a central turn lane and bike lanes on each shoulder), and the overall design of the project needed to be modified to be consistent with current State design requirements.

As a result of the above changes in setting conditions, it was determined that the Draft EIR would require recirculation of the entire document pursuant to the requirements of California Environmental Quality Act (CEQA).

Revised Draft EIR

A public scoping meeting was held on February 13, 2003 before the Planning Commission to receive public and agency input on the scope of the Revised Draft EIR.

The Notice of Availability for the Revised Draft EIR and the document itself (Attachment 3) were released for agency and public review on December 5, 2003. Because the entire draft EIR was recirculated, reviewers were required to submit new comments on it. Previously submitted comments have been considered in the preparation of the revised analysis, but specific responses to those comments have not been prepared, consistent with State CEQA Guidelines Section 15088.5(f)(1). A public meeting to receive comments on the adequacy of the Revised Draft EIR was held at the January 8, 2004 Planning Commission meeting.

Significant and unavoidable impacts identified in the Final EIR consist of the following:

- Impact 3.1.3 Direct Conversion of 1.5 Acres and Potential Indirect Conversion of 15 Acres of Farmland of Statewide Importance to Nonagricultural Urban Use. (under project and cumulative conditions)

-
- Impact 3.3.1 Potential Induced Travel at the Grant Line Road/SR 99 Interchange and Potential Peak Hour LOS F Conditions at Study-Area and Offsite Intersections Under 2005 Conditions.
- Impact 3.4.1 Generation of Temporary Emissions from Demolition and Construction Activities. (under project and cumulative conditions)
- Impact 3.4.5 Generation of Toxic Air Emissions from Construction Activities.
- Impact 3.9.2 Increased Emergency Response Risk from Extension or Creation of Cul-de-sacs Exceeding the Elk Grove CSD Fire Department's Maximum Standards (Blue Alternative Only).

A total of six comment letters were received on the Revised Draft EIR and are responded to in the Final EIR (Attachment 4). No significant issues were identified that would warrant recirculation of the EIR.

Administrative Record

The environmental analysis provided in the Draft and Final EIR and the Findings provided herein are based on and are supported by the following documents, materials and other evidence, which constitute the Administrative Record for the Grant Line Road/State Route 99 Interchange Reconstruction Project:

1. The NOP, comments received on the NOP and all other public notices issued by the City in relation to the Grant Line Road/State Route 99 Interchange Reconstruction Project EIR (e.g., Notice of Availability).
2. The original Draft EIR (2000) and Revised Draft EIR (2003), associated appendices to these documents, and technical materials cited.
3. The FEIR, including comment letters, oral testimony and technical materials cited in the document.
4. All non-draft and/or non-confidential reports and memoranda prepared by the City of Elk Grove and consultants.
5. Minutes and transcripts of the discussions regarding the project and/or project components at public hearings or scoping meetings held by the City of Elk Grove Planning Commission and City Council.
6. Staff reports associated with the project.
7. The 2003 City of Elk Grove General Plan (adopted November 19, 2003), the Elk Grove General Plan Final EIR (State Clearinghouse No. 2002062082), and associated resolution certifying the General Plan Final EIR and making findings of fact regarding the environmental analysis.
8. Draft Project Report for the Proposed Grant Line Road/State Route 99 Interchange Reconstruction Project and associated design drawings for the project.

The City Clerk is the custodian of the administrative record. The documents and materials that constitute the administrative record are available for review at the City of Elk Grove at 8400 Laguna Palms Way, Elk Grove, California 95758.

Document Organization

The findings are organized into the following sections:

1. Findings Associated with Less Than Significant Impacts Identified in the EIR
2. Findings Associated with Significant, Potentially Significant, and Cumulative Significant Impacts which can be Mitigated to a Less Than Significant Level
3. Findings Associated with Significant and Cumulative Significant Impacts which Cannot Feasibly be Mitigated to a Less Than Significant Level

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4. Findings Associated with Project Alternatives
 5. Findings Associated with the Mitigation Monitoring and Reporting Program
 6. Statement of Overriding Considerations for Significant and Unavoidable Impacts

1. Findings Associated With Less Than Significant Impacts Identified in the EIR

1.1 Land Use and Agricultural Resources

- 1.1.1 **Impact 3.1.1** The City of Elk Grove anticipates the conversion of agricultural land within the city limits as urban development proceeds. Direct conversion of approximately 1.5 acres of Farmland of Statewide Importance and the potential indirect conversion of approximately 15 acres of adjacent Farmland of Statewide [Importance] under either the Blue or Green Alternative would, therefore, be consistent with the City of Elk Grove General Plan. There would be no conflict with the City of Elk Grove General Plan's policies with the intention of avoiding an environmental effect.

Finding: Based upon the analysis presented in Section 3.1 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with inconsistencies with Policy CAQ-2 of the Elk Grove General Plan relating to agricultural land loss would be **less than significant**. The City of Elk Grove General Plan considers the loss of agricultural land to be inevitable as development continues to occur in the City. The potential for loss of agricultural land was previously noted in the General Plan and its EIR (State Clearinghouse No. 2002062082); Findings of Fact and a Statement of Overriding Considerations addressing this issue were adopted on November 19, 2003 by the Elk Grove City Council. Therefore, implementation of either the Blue or Green Alternatives and any resulting direct or indirect conversion of Farmland of Statewide Importance associated with these alternatives would be consistent with the City's adopted General Plan.

Reference: Revised Draft EIR pages 3.1-12 and 3.1-13 and the City of Elk Grove General Plan.

1.2 Hydrology, Drainage, and Water Quality

- 1.2.1 **Impact 3.2.2** Implementation of either the Blue or Green Alternative may degrade water quality over the long term as a result of project operation through the deposition of pollutants generated by motor vehicle uses and the maintenance and operation of landscaped areas. The proposed project would be required to comply with the requirements of the City's existing NPDES General Permit, Caltrans BMPs, and County requirements for the improvement and construction of drainage facilities.

Finding: Based upon the analysis presented in Section 3.2 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with the degradation of water quality would be **less than significant** as a result of implementation of either the Blue or Green Alternatives. Because the project and either the Blue or Green Alternatives would be required to comply with the City's NPDES General Permit, Caltrans BMPs, and City drainage requirements, any potential impacts to water quality that may occur as a result of project implementation would be appropriately reduced to a less than significant level.

Reference: Revised Draft EIR pages 3.2-7 and 3.2-8.

1.3 Transportation and Circulation

- 1.3.1 **Impact 3.3.2** Several freeway mainline locations, ramp junctions, and intersections in the project study area would operate at LOS E or worse under 2025 conditions with the implementation of either the Blue or Green Alternative.

Finding: Based upon the analysis presented in Section 3.3 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with LOS conditions at several freeway mainline locations, ramp junctions, and intersection in the project study area would be **less than significant**. Implementation of either the Blue or Green Alternative would improve existing traffic operations and conditions for the immediate and foreseeable future as compared to no project conditions.

Reference: Revised Draft EIR page 3.3-27 and the Draft Traffic Report for the State Route 99/Grant Line Road Interchange Project Report.

- 1.3.2 **Impact 3.3.4** Grant Line Road is planned to have Class II on-street bike lanes according to the 2010 Sacramento City/County Bikeway Master Plan. Bike lanes would be provided on approaches to the overcrossing structure, which has been designed to accommodate pedestrians and bicycles. Although Caltrans does not permit official demarcation of bike lanes on freeway overcrossing structures, the design of the proposed project provides Class III pedestrian/bicycle access across SR 99, which includes a shoulder width greater than that required for a Class II bike lane.

Finding: Based upon the analysis presented in Section 3.3 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with existing or planned bicycle or pedestrian facilities would be **less than significant** because the project would provide an 8-foot shoulder width, which is greater than the City's requirement for a Class II bike lane.

Reference: Revised Draft EIR page 3.3-29.

1.4 Air Quality

- 1.4.1 **Impact 3.4.2** Implementation of either the Blue or Green Alternative would result in regional area- and mobile-source emissions of ROG, NO_x, CO, and PM₁₀. The emissions associated with the 1998 MTIP do not exceed any of the ROG or NO_x emissions budgets contained in the 1994 SIP, and the proposed project is consistent with the Sacramento Area Regional Ozone Attainment Plan (SMAQMD 1994b).

Finding: Based upon the analysis presented in Section 3.4 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts related to generation of long-term regional emissions of ROG, NO_x, CO, and PM₁₀ would be **less than significant** because the emissions generated by the proposed project would be less than the existing emissions levels, without the proposed project based on air quality modeling.

Reference: Revised Draft EIR pages 3.4-20 and 3.4-21.

- 1.4.2 **Impact 3.4.3** Implementation of either the Blue or Green Alternative would not result in the generation of local mobile-source pollutant CO concentration emissions under construction-year (2005) and design-year (2025) plus project conditions that exceed or contribute to an exceedance of the state 1-hour and 8-hour CO ambient air quality standards.

Finding: Based upon the analysis presented in Section 3.4 of the DEIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with the generation of local mobile-source CO emissions would be **less than significant** because the 2005 and 2025 plus project conditions would not exceed the state 1-hour and 8-hour CO ambient air quality standards.

Reference: DEIR page 3.4-21 and 3.4-22.

- 1.4.3 **Impact 3.4.4** During construction under either the Blue or Green Alternative, temporary and intermittent diesel exhaust emissions would be generated from onsite diesel equipment. However, no long-term odorous emissions would be generated from project operations. In addition, there are few sensitive receptors in the area.

Finding: Based upon the analysis presented in Section 3.4 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that conflicts related to temporary and intermittent odorous emissions would be **less than significant** because the temporary and intermittent emissions resulting from construction activities would dissipate rapidly and the project would not include the long-term operation of an odorous emission source.

Reference: Revised Draft EIR page 3.4-27.

1.5 Noise

- 1.5.1 **Impact 3.5.4** Implementation of either the Blue or Green Alternative would not result in an increase in vehicle trips on area roadways or changes in vehicle percentage or distribution under projected future no-project conditions that would affect nearby sensitive land uses.

Finding: Based upon the analysis presented in Section 3.5 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that noise impacts resulting from traffic that could affect nearby sensitive land uses would be **less than significant** because the project would not result in additional traffic near noise sensitive uses, nor would the project place new ramp configurations closer to noise sensitive areas than the location of the existing ramps.

Reference: Revised Draft EIR page 3.5-30.

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- 1.5.2 **Impact 3.5.5** Implementation of either the Blue or Green Alternative would result in long-term operational increases in vehicle-induced groundborne vibration below the threshold of human perception.

Finding: Based upon the analysis presented in Section 3.5 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that noise impacts resulting from long-term operational increases from vehicle-induced groundborne vibration would be **less than significant**. Measurement data for other roadway improvement projects in recent years indicates that peak particle velocities (ppv) would be below the threshold of human perception. It is anticipated that peak particle velocities for the proposed project would be similar in nature to other projects and be below the threshold of human perception.

Reference: Revised Draft EIR page 3.5-30.

1.6 **Biological Resources**

- 1.6.1 **Impact 3.6.8** As a result of implementation of either the Blue or Green Alternative, foraging habitat and potential nesting habitat for loggerhead shrike would be removed. However, similar habitat is abundant in the vicinity of the project area.

Finding: Based upon the analysis presented in Section 3.6 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with the removal of foraging habitat and loggerhead shrike would be **less than significant** because no loggerhead shrikes or nests were found onsite and the project site contains few potential nesting sites. Further loggerhead shrike habitat is regionally abundant.

Reference: Revised Draft EIR page 3.6-29.

- 1.6.2 **Impact 3.6.9** As a result of implementation of either the Blue or Green Alternative, potential tricolored blackbird habitat would be removed. However, tricolored blackbirds are not expected to nest in the project study area.

Finding: Based upon the analysis presented in Section 3.6 of the Revised Draft EIR and considering information contained in the administrative record, the City hereby finds that impacts associated with the removal of tricolored blackbird habitat would be **less than significant**. No tricolored blackbird nest colonies have been documented in the project study area since the mid 1970s, and no tricolored blackbird colonies were documented in Sacramento County during the 2001 surveys.

Reference: Revised Draft EIR page 3.6-30.

1.7 **Hazards/Toxic and Hazardous Waste**

- 1.7.1 **Impact 3.8.2** Several businesses in the project study area currently use and store gas, oil, and other hazardous materials, and these materials are primarily transported to and from the properties in trucks. These trucks would continue to travel through the project

study area and on the freeway overpass after construction activities for the project is completed, just as they do now. Implementation of either the Blue or Green Alternative would not, by its nature, increase the number of trips through the interchange over the number of trips occurring currently, so no substantial change in risk of accident or upset would occur. The transport of hazardous materials is regulated by existing federal and state laws.

Finding: Based upon the analysis presented in Section 3.8 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts associated with the transport of hazardous materials during the operation of the project would be **less than significant**, as the interchange reconstruction project would not result in a significant increase in the transport of hazardous materials beyond existing conditions. Further, any transport of hazardous materials is regulated by federal, state, and local regulations.

Reference: Revised Draft EIR page 3.8-15.

- 1.7.2 **Impact 3.8.4** According to the report prepared in 2003 by Quest Consultants, there is currently greater than one chance in 1 million that several hazards associated with the Suburban Propane and Georgia-Pacific Resins facilities could occur that would affect nearby areas, including the proposed project site, as a result of either an accidental incident or an intentional act (e.g., terrorism, vandalism).

These possible hazards are present under existing conditions in the project study area, as evaluated in the 2003 Quest Report. Construction and operation of the proposed project would not create new hazards in the project study area. Implementation of either the Blue or Green Alternative would not change or increase the potential hazards associated with the Suburban Propane and Georgia-Pacific Resins facilities.

Finding: Based upon the analysis presented in Section 3.8 of the Revised Draft EIR, the Review of Suburban Propane Hazards Analysis Studies and Evaluation of Accident Probabilities Report and considering the information contained in the administrative record, the City hereby finds that risks associated with the exposure to hazards associated with the Suburban Propane and Georgia-Pacific Resins facilities are **less than significant**.

Reference: Revised Draft EIR pages 3.8-17 through 3.8-21, Final EIR and Review of Suburban Propane Hazards Analysis Studies and Evaluation of Accident Probabilities Report.

1.8 Public Services and Utilities

- 1.8.1 **Impact 3.9.2** Under the Green Alternative, the proposed project would not convert Survey Road to a cul-de-sac.

Finding: Based upon the analysis presented in Section 3.9 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts related to emergency access are **less than significant** because under the

Green Alternative, the project would not convert Survey Road to a cul-de-sac (refer to page 37 of these findings for conclusions related to the Blue Alternative).

Reference: Revised Draft EIR pages 3.9-5 and 3.9-6.

- 1.8.2 **Impact 3.9.4** Water usage would be required during reconstruction and subsequent operation of the SR 99/Grant Line Road interchange under either the Blue or Green Alternative. Existing water facilities would accommodate this need for water supplies with minimal disruptions.

Finding: Based upon the analysis presented in Section 3.9 of the Revised Draft EIR and considering the information contained in the administrative record, the City hereby finds that impacts resulting from increased water usage during construction and operation of the project would be **less than significant**, as the local water supply is of sufficient capacity to provide water to the project and that the project would not generate substantial water supply demands. A permit from the County Water Maintenance District (WMD) would be required in order to use the water during construction activities.

Reference: Revised Draft EIR pages 3.9-6 and 3.9-7.

2. Findings Associated with Significant, Potentially Significant, and Cumulative Significant Impacts which can be Mitigated to a Less Than Significant Level

The City of Elk Grove (City) hereby adopts and makes the following findings relating to its approval of the Grant Line Road/State Route 99 Interchange Reconstruction Project (project). Having received, reviewed, and considered the entire record, both written and oral, relating to the project and associated Revised Draft and Final Environmental Impact Report, the City makes the following findings associated with significant, potentially significant, and cumulative significant impacts which can be mitigated to a less than significant level through implementation of mitigation measures identified in the Final EIR:

2.1 Land Use and Agricultural Resources

- 2.1.1 **Impact 3.1.2** Through required acquisition of right-of-way for and realignment of East Stockton Boulevard, Grant Line Road, and Survey Road, implementation of either the Blue or Green Alternative would result in temporary loss of access or permanent changes to access for several businesses in the project study area. This impact is considered **potentially significant**.

Mitigation Measure

- MM 3.1.2 Provide Temporary Roadway Detours or Alternative Access to Businesses.** Where access to businesses is temporarily interrupted during construction, roadway detours or temporary alternative access shall be provided to ensure daily business access. Where existing business access must be permanently changed, permanent alternative access shall be provided to a public roadway no later than the completion of the proposed interchange reconstruction project.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that would avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.1.2 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.1.2 will ensure that temporary access to surrounding businesses would not be disrupted or obstructed during construction of the project. (Revised Draft EIR pages 3.1-13 and 3.1-14).

- 2.1.2 **Impact 3.1.4** Implementation of either the Blue or Green Alternative would result in temporary disruptions to the plant's operations during the construction of the proposed realigned frontage road. This temporary construction impact is considered **significant**.

Mitigation Measure

MM 3.1.4 Prepare and Implement Construction Management Plan. To minimize potential conflicts between construction activity and through traffic, the construction contractor shall develop and implement a construction traffic control plan.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.1.4 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.1.4 will ensure that, with the development and implementation of a construction traffic control plan, potential conflicts between construction activity and through traffic are reduced to a less than significant level (Revised Draft EIR page 3.1-16).

2.2 Hydrology, Drainage, and Water Quality

- 2.2.1 **Impact 3.2.1** Implementation of either the Blue or Green Alternative may cause short-term water quality degradation associated with construction activities. This impact is considered **potentially significant**.

Mitigation Measures

MM 3.2.1a Prepare and Implement Storm Water Pollution Prevention Plan. The City's existing NPDES permit requires that the City prepare a SWPPP for the proposed project and submit it to the Central Valley RWQCB in support of NPDES regulations. The SWPPP shall identify the activities that may cause pollutant discharge (including sediment) during storms and the appropriate BMPs from Caltrans' Statewide Storm Water Quality Practice Guidelines that will be employed to control pollutant discharge. Construction techniques shall be identified that will reduce the potential for runoff and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified.

MM 3.2.1b Prepare and Implement Erosion Control Plan. The City shall prepare and implement an erosion control plan for the proposed project. The plan shall be submitted to the Central Valley RWQCB and SMAQMD for approval before grading begins. The following erosion and sediment control measures and practices may be used as needed during and after construction to minimize the possibility of accelerated soil erosion and sedimentation:

-
- Minimize site disturbance;
 - Perform initial cleanup;
 - Compact subsurface backfill materials;
 - Install trench plugs, if necessary for steep trenches;
 - Construct water bars;
 - Install baffle boards;
 - Perform seeding and mulching in disturbed areas;
 - Install erosion and control blankets;
 - Install silt fencing and straw bale dikes;
 - Control dust (refer to MM 3.4.1 in Section 3.4, Air Quality); and
 - Conduct periodic maintenance of erosion and sediment control measures.

Finding: Mitigation Measures Feasible and Required. Pursuant to Public Resources Code 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.2.1a and MM 3.2.1b are feasible mitigation measures to offset the impact and are, therefore, adopted.

Facts that Support the Finding: Mitigation measures MM 3.2.1a and MM 3.2.1b will ensure that impacts to short-term water quality degradation resulting from construction activities are reduced to a less than significant level (Revised Draft EIR pages 3.2-6 and 3.2-7).

- 2.2.2 **Impact 3.2.3** Implementation of the either the Blue or Green Alternative would slightly increase the amount of impervious surfaces in the project study area, thereby increasing the amount of surface water runoff leaving the site. This impact is considered **potentially significant**.

Mitigation Measure

MM 4.2.3 Conduct and Implement Recommendations of Comprehensive Stormwater Drainage Runoff Analysis. The City shall conduct a comprehensive stormwater drainage runoff study subject to review and approval of the City Engineer. The report shall include an evaluation of existing drainage facilities, both onsite and offsite, that would be significantly affected by the proposed project. The proposed project shall include onsite areas for stormwater detention, in case the proposed project is found to cause significant downstream drainage impacts, and/or offsite facilities shall be improved to meet City standards. The City shall also provide and dedicate drainage easements and install facilities in accordance with City requirements. All recommendations identified in the study shall be implemented by the City in consultation with Caltrans.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that

changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.2.3 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: MM 3.2.3 will ensure that impacts resulting from surface runoff are reduced (Revised Draft EIR pages 3.2-8 and 3.2-9).

2.3 Transportation and Circulation

- 2.3.1 **Impact 3.3.3** The Grant Line Road/West Stockton Boulevard intersection would operate at worse than LOS D during the p.m. peak hour with implementation of either the Blue or Green Alternative under 2025 conditions, making it inconsistent with Policy CI-10 in the City of Elk Grove General Plan. This impact is considered **significant**.

Mitigation Measure

MM 3.3.3 Provide Physical Improvements to the Deficient Intersections. The City shall modify the Grant Line Road/West Stockton Boulevard intersection to include the following lane configurations to provide acceptable traffic operations:

- Three southbound left-turn lanes, and
- One eastbound right-turn lane.

With these modifications, the Grant Line Road/West Stockton Boulevard intersection would have the following lane configurations:

- One left-turn lane, one through lane, and one right-turn lane on the northbound approach;
- Three left turn lanes and one shared through-right-turn lane on the southbound approach;
- One left-turn lane, three through lanes, and one right-turn lane on the eastbound approach; and
- One left-turn lane, two through lanes, one shared through-right-turn-lane, and one right-turn lane on the westbound approach.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.3.3 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: MM 3.3.3 will ensure that impacts to the Grant Line Road/West Stockton Boulevard intersection are reduced to a less than significant level

(Revised Draft EIR pages 3.3-27 and 3.3-28) and the Draft Traffic Report for the State Route 99/Grant Line Road Interchange Project Report.

2.4 Noise

- 2.4.1 **Impact 3.5.1** Construction activities under either the Blue or Green Alternative could result in temporary increases in noise levels generated at nearby noise-sensitive land uses. This temporary construction noise could exceed City of Elk Grove Noise Ordinance standards and result in increased levels of annoyance to occupants of nearby noise-sensitive land uses. This impact is considered **significant**.

Mitigation Measures

MM 3.5.1a Limit Hours of Construction Activities. The City shall prepare construction specifications that require the construction contractor to limit the hours of construction activities, including demolition. Site preparation and construction activities shall be limited to between 6 a.m. and 8 p.m., Monday through Friday, and between 7 a.m. and 8 p.m. on Saturday and Sunday (City Noise Control Ordinance, §6.68.090). Furthermore, construction equipment maintenance shall be limited to the same hours. This requirement shall be included in the City construction contracts for the proposed project.

MM 3.5.1b Implement Measures to Reduce Construction Noise. The City shall prepare construction specifications that require the construction contractor to implement various noise reduction measures during construction. The construction specifications shall be submitted by the construction contractor to the City for review and approval before improvement and/or construction plans are approved. The construction specifications shall include the following measures:

- Fixed construction equipment such as compressors and generators shall be located as far as possible from sensitive receptors. All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power construction equipment shall be muffled or shielded.
- All construction equipment using internal combustion engines shall be in proper tune.
- All construction equipment shall be equipped with appropriate factory-installed muffler systems in good working condition.
- Before any particularly noisy activities (e.g., impact pile driving) are performed, written notice of such activities shall be provided to all residences within a 200-foot radius of the construction site. Notices shall include specific information about the expected timing of these activities. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively

brief time periods for which a major affected party would like to avoid noise disturbance (e.g., special events).

MM 3.5.1c Locate Construction Staging Areas as Far Away as Possible from Sensitive Receptors. Construction staging areas shall be located as far from noise-sensitive uses as is feasible. This requirement shall be included in City construction contracts for the proposed project.

MM 3.5.1d Locate Stationary Construction Equipment as Far Away as Possible from Sensitive Receptors. Stationary construction equipment shall be located as far from noise-sensitive uses as feasible, and temporary or portable acoustic barriers shall be installed around the equipment/work area when within 100 feet of residential properties or other sensitive uses. This requirement shall be included in City construction contracts for the project.

MM 3.5.1e Post Construction Hours and Contact Information Onsite. Construction hours, allowable workdays, and the phone number of the job superintendent and City contact person shall be clearly posted on a sign no larger than 4 feet by 8 feet at all construction entrances to allow surrounding and onsite property owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

MM 3.5.1f Temporarily Relocate Occupants if Construction Noise Exceeds 65 dBA L_{dn}/CNEL. If construction noise results in noise levels that exceed 65 dBA L_{dn}/CNEL onsite or at adjacent residential land uses, the City shall relocate the occupants on a temporary basis.

Finding: Mitigation Measures Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.5.1a through MM 3.5.1f are feasible mitigation measures to offset the impact and are, therefore, adopted.

Facts that Support the Finding: MM 3.5.1a through MM 3.5.1f will ensure that impacts resulting from temporary construction noise are reduced to a less than significant level [Revised Draft EIR pages 3.5-17 through 3.5-20].

- 2.4.2 **Impact 3.5.2** Predicted vibration levels at nearby residences would not be anticipated to exceed even the most conservative standards pertaining to the protection of structural integrity or public health; however, occupants of these nearby residences may experience temporary and noticeable increases in groundborne vibration and noise

from construction of the Blue or Green Alternative. This impact is considered **potentially significant**.

Mitigation Measures

MM 3.5.2a Relocate Adjacent Residents Temporarily if Necessary. If construction vibration results in ppv of more than 0.1 in/sec to adjacent residential uses, the City shall relocate the occupants on a temporary basis.

MM 3.5.2b Monitor and Reduce Vibrations from Pile Driving. Before pile driver operation begins in proximity to residential areas, the City shall conduct an assessment of vibrations induced by pile driving at the site. During indicator pile driving, vibrations shall be measured at regular intervals to determine the levels of vibration at various distances from pile driving equipment. The indicator piles shall be driven at locations at least 400 feet from any existing residential dwellings. After monitoring, methods of reducing the ppv to less than 0.4 in/sec shall be determined and implemented during production pile driving. Methods to reduce vibrations, if needed, could include cut-off trenches and the use of smaller hammers. The vibration reduction techniques to be used shall be described in a note attached to the construction plans and construction contracts for the project before construction activities begin.

Finding: Mitigation Measures Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.5.2a and MM 3.5.2b are feasible mitigation measures to offset the impacts and are, therefore, adopted.

Facts that Support the Finding: Mitigation measures MM 3.5.2(a) and 3.5.2(b) will ensure that potential temporary noise impacts from groundborne vibrations are reduced to a less than significant level (Revised Draft EIR pages 3.5-20 through 3.5-22).

- 2.4.3 **Impact 3.5.3** Predicted exterior and interior noise levels at some nearby noise-sensitive land uses (i.e., the Lent Ranch residences) would exceed applicable noise exposure standards under either the Blue or Green Alternative. This impact is considered **significant**.

Mitigation Measures

MM 3.5.3 Conduct Acoustical Analysis and Implement Noise Attenuation if Needed. For the Lent Ranch residences located in the southwest quadrant of the interchange, an acoustical analysis shall be conducted by the City before approval of the final interchange design. If interior and exterior noise levels are determined, within the acoustical analysis, to exceed the acceptable range outlined in the City of Elk Grove General Plan Noise Element (Policy NO-5), the analysis will identify measures to ensure that the noise levels are not exceeded. Final interchange improvement plans shall identify noise

attenuation features (e.g., building insulation, sound walls, and berms) that must be in place before a building permit can be issued for each development component to ensure compliance with City noise standards in accordance with City of Elk Grove General Plan Policies NO-5 through NO-9. The City shall review and approve the recommended noise attenuation features and spot check during construction to ensure compliance.

It should be noted that implementation of the approved Lent Ranch Marketplace project would result in demolition and removal of the Lent Ranch residential complex. If the City determines that this portion of the Lent Ranch Marketplace project will be implemented before operation of the reconstructed Grant Line Road/SR 99 interchange would begin, this mitigation measure is no longer required.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project that avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.5.3 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.5.3 will ensure that potential interior and exterior noise levels at nearby noise-sensitive land uses are reduced to a less than significant level (Revised Draft EIR pages 3.5-22 through 3.5-29).

2.5 Biological Resources

- 2.5.1 **Impact 3.6.1** Implementation of either the Blue or Green Alternative would result in impacts on approximately 0.70 acre of occupied vernal pool crustacean habitat. This impact is considered **significant**.

Mitigation Measure

MM 3.6.1 Consult with USFWS Regarding Impacts on Vernal Pool Crustacean Species Habitat and Implement Mitigation Conditions. The City shall consult with USFWS regarding impacts on vernal pool invertebrate habitat. An incidental take permit may be required. Authorization for incidental take would be initiated by formal consultation under §7 of the federal ESA. The consultation would proceed as part of the permitting process for the §404 permit from USACE. During this consultation, an appropriate mitigation plan shall be developed and approved by USFWS. Both the Blue and Green Alternatives are expected to qualify for implementation under the *Programmatic Formal ESA Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans* (USFWS 1996). Under the programmatic agreement, each acre of habitat directly or indirectly affected requires preservation of 2 acres (2:1 ratio) of vernal pool habitat

within an offsite USFWS-approved preservation bank or 3 acres (3:1 ratio) of habitat onsite. Also, for every acre of habitat directly affected, either 1 acre (1:1 ratio) of habitat must be created within the offsite USFWS-approved habitat mitigation bank, or 2 acres (2:1 ratio) of habitat must be created onsite.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.1 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.1 will ensure that direct and indirect effects to vernal pool crustacean habitat are reduced to a less than significant level [Revised Draft EIR pages 3.6-22 and 3.6-23].

- 2.5.2 **Impact 3.6.2** Implementation of either the Blue or Green Alternative could result in the loss of or damage to a single elderberry shrub. This impact is considered **significant**.

Mitigation Measure

MM 3.6.2 Conduct Preconstruction Stem Count for the Elderberry Shrub on Site and Consult with USFWS to Develop and Implement Mitigation Plan. Before project construction activities that would impact the elderberry shrub begin, an elderberry stem count shall be conducted by a qualified biologist for the single elderberry shrub on the site to determine the number of elderberry stems greater than 1 inch at ground level that would be affected by the Blue or Green Alternative.

The City shall consult with the USFWS with the results of the above survey. An incidental take permit may be required. During this consultation, an appropriate mitigation plan shall be developed and approved in consultation with the USFWS. Appropriate measures shall be determined by USFWS and replacement may be required based on the USFWS *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS 1995b). Mitigation may include, but not necessarily be limited to, implementing reduced buffers around the shrub if it would not be removed; transplanting the shrub to a conservation area if the shrub would be removed; and planting additional seedlings or cuttings at a ratio ranging from 1:1 to 1:6, depending on the number of stems greater than or equal to 1 inch and if beetle exit holes are found on the shrub (USFWS 1999b). Construction activities that would impact the elderberry shrub shall not occur until any necessary permits and approvals from USFWS are obtained.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which

avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.2 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.2 will ensure that the potential loss to or damage of valley elderberry longhorn beetle habitat is reduced to a less than significant level (Revised Draft EIR pages 3.6-23 and 3.6-24).

- 2.5.3 **Impact 3.6.3** Construction under either the Blue or Green Alternative would involve substantial grading and use of heavy equipment and vehicles in the project study area. Construction activities could result in direct injury or take of giant garter snake. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.6.3 Consult with USFWS and CDFG and Implement Giant Garter Snake Protection Measures. Because complete avoidance of giant garter snake habitat is not feasible, the City shall consult with USFWS and CDFG. An incidental take permit may be required. During this consultation, an appropriate mitigation plan shall be developed and approved by USFWS and CDFG. It is anticipated that the plan would be consistent with requirements outlined in the existing programmatic consultation for USACE §404 permitted projects with relatively small effects on the giant garter snake (USFWS 1997). The mitigation plan may include, but not necessarily be limited to, applicable take minimization measures outlined below and compensation for unavoidable impacts through replacement of habitat. Compensation ratios may range from 1:1 to 3:1 replaced aquatic habitat to affected habitat, depending on the amount of habitat lost and the duration of the impact. Replacement habitat shall include both upland and aquatic habitat components at a ratio of 2:1 upland habitat to aquatic habitat.

The City shall implement the following take minimization measures:

- All construction activity within giant garter snake habitat (aquatic habitat and adjacent upland habitat within 200 feet) shall be conducted between May 1 and October 1.
- Dewatering of aquatic habitat shall not occur between October 1 and April 15. Any dewatered habitat must remain dry for at least 15 consecutive days after April 15 and before the dewatered habitat is excavated or filled.
- Within 24 hours before construction activities begin, the site shall be inspected by a qualified biologist who is approved by USFWS' Sacramento Fish and Wildlife Office. The construction area shall be reinspected whenever construction activity has lapsed for 2 weeks or longer.
- Clearing of wetland vegetation shall be confined to the smallest area necessary. Channel banks shall be excavated using equipment located

on and operated from the top of the bank, with the least interference practical for emergent vegetation that would not be affected by the proposed project.

- Movement of heavy equipment to and from the proposed project site shall be restricted to established roadways and haul routes to minimize habitat disturbance, and equipment shall be stored in established staging areas.
- Construction personnel shall participate in a USFWS-approved worker environmental awareness training program. Under this program, workers shall be informed about the presence of giant garter snakes and habitat associated with the species and cautioned that unlawful take of the snake or destruction of habitat is a violation of ESA.
- Any snake found on the project site must be avoided and left alive and uninjured. If a giant garter snake becomes trapped or retreats into any part of the construction area, construction activity in the vicinity of the snake shall cease, and CDFG and USFWS shall be notified immediately. Construction shall not be reinitiated until a qualified biologist has either removed the snake from the construction area or, after thorough inspection, determined that the snake has vacated the construction area.
- Giant garter snake habitat that would be temporarily affected shall be restored in accordance with criteria listed in *Mitigation Criteria for Restoration and/or Replacement of Giant Garter Snake Habitat* (USFWS 1997).

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.3 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.3 will ensure that the potential direct injury or take, or potential loss of giant garter snake habitat is reduced to a less than significant level (Revised Draft EIR pages 3.6-24 through 3.6-26).

- 2.5.4 **Impact 3.6.4** Implementation of either the Blue or Green Alternative may result in removal and disturbance of habitat for northwestern pond turtle, and construction activities could result in mortality of turtles. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.6.4 Conduct Preconstruction Surveys for Northwestern Pond Turtle and, if Found, Implement Protection Measures. Before construction begins in suitable

aquatic habitat, surveys for northwestern pond turtle shall be conducted by a qualified biologist. If no turtles are found, no further mitigation is required. If northwestern pond turtles are found during field surveys, a qualified biologist shall move the turtles to the nearest undisturbed area of the drainage with suitable habitat.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.4 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.4 will ensure that the potential loss of northwestern pond turtle is reduced to a less than significant level (Revised Draft EIR page 3.6-26).

- 2.5.5 **Impact 3.6.5** Implementation of either the Blue or Green Alternative would result in removal or disturbance of approximately 40 acres of foraging habitat and several trees that provide potential nesting habitat for Swainson's hawk. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.6.5 Protect Swainson's Hawk Nesting and Foraging Habitat. Preconstruction surveys shall be conducted by a qualified biologist to identify active nests within 0.25 mile of the project area. To the extent feasible, guidelines provided in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley* (Technical Advisory Committee 2000) shall be followed. At a minimum, a survey shall be conducted in each month of April through June that passes before project activity commences. If project activity would commence prior to or more than 30 days after this survey period, a preconstruction survey shall be conducted within 15 days before the start of project activity.

If no active nests are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFG and City Development Services - Planning, and no further mitigation is necessary.

If active nests are found, impacts shall be avoided by establishment of appropriate buffers. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. CDFG guidelines recommend implementation of 0.25- or 0.5-mile buffers, but the size of the buffer may be adjusted if a qualified biologist and CDFG determine that project activity would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist may be required if the activity could adversely affect the nest.

Because active nests have recently been documented within 5 miles of the project site, loss of foraging habitat shall be mitigated in accordance with the requirements of Chapter 16.130 of the Elk Grove Municipal Code in consultation with CDFG.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.5 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.5 will ensure that the potential loss of Swainson's hawk foraging and nesting habitat is reduced to a less than significant level (Revised Draft EIR pages 3.6-26 and 3.6-27).

- 2.5.6 **Impact 3.6.6** Implementation of either the Blue or Green Alternative could result in loss of occupied burrowing owl burrows if the owls are present in construction areas. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.6.6 Conduct Focused Preconstruction Burrowing Owl Surveys and, If Found, Implement Protection Measures. Before construction begins, focused surveys for burrowing owls shall be conducted by a qualified biologist in areas of suitable habitat on and within 250 feet of the proposed project site. Surveys shall be conducted in accordance with CDFG protocol (CDFG 1995).

If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFG and City Development Services - Planning, and no further mitigation is required.

If occupied burrows are found, impacts on them shall be avoided by establishing a buffer of 165 feet during the nonbreeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine that project activity would not be likely to have adverse effects. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 6.5 acres of foraging habitat contiguous to the burrow shall be preserved until the breeding season is over.

If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified

biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the California Burrowing Owl Consortium (1993), which range from 6.5 acres to 19.5 acres per pair.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.6 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.6 will ensure that the potential loss of burrowing owl burrows and habitat is reduced to a less than significant level (Revised Draft EIR pages 3.6-28 and 3.6-29).

- 2.5.7 **Impact 3.6.7** Implementation of either the Blue or Green Alternative could disturb or destroy active raptor nests in trees or grasslands. Construction activity nearby could result in disturbance of nesting pairs and subsequent nest abandonment. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.6.7 Implement Raptor Nest Protection Measures. The following measures shall be implemented to protect active raptor nests:

- If project activity begins during the raptor nesting season (February 15 to September 15), preconstruction surveys shall be conducted in areas of suitable nesting habitat located within 500 feet of project vicinity. Surveys shall be conducted no more than 10 days before project activity begins.
- If no active nests are found, no further mitigation shall be required. If active nests are found, impacts shall be avoided by establishment of appropriate buffers. No project activity shall begin within the buffer area until a qualified biologist confirms that the nest is no longer active. CDFG guidelines recommend implementation of 500-foot buffers, but the size of the buffer may be adjusted if a qualified biologist and CDFG determine that project activity would not be likely to adversely affect the nest.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.7 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.7 will ensure that the potential loss of active raptor nests in trees or grasslands are reduced to a less than significant level (Revised Draft EIR pages 3.6-28 and 3.6-29).

- 2.5.8 **Impact 3.6.10** Direct removal of legenere is likely to occur during construction under either the Blue or Green Alternative. This impact is considered **significant**.

Mitigation Measure

MM 3.6.10 Avoid Legenere Population, if Feasible, or Consult with CDFG and Implement Legenere Protection Measures. Before the beginning of any construction-related activities that could affect the large onsite vernal pool, the following measures shall be implemented to protect legenere:

- The population of legenere shall be avoided if feasible. It shall be clearly marked in the field by a qualified botanist for avoidance during construction activities.
- If avoidance of legenere populations is not feasible, the City shall consult with CDFG. These consultations shall determine appropriate mitigation measures for any populations that would be affected by the implementation of the proposed project. Appropriate measures may include the creation of offsite populations through seed collection or transplanting, preservation and enhancement of existing populations, or restoration or creation of suitable habitat in sufficient quantities to compensate for the impact. The City shall implement all mitigation measures determined necessary during this consultation.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.10 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.10 will ensure that the potential direct removal of legenere is reduced to a less than significant level (Revised Draft EIR pages 3.6-30 and 3.6-31).

- 2.5.9 **Impact 3.6.11** Implementation of either the Blue or Green Alternative would result in the removal of approximately 0.70 acre of USACE jurisdictional waters of the United States, including wetlands. Nonjurisdictional water features and associated riparian habitat could also be affected and may be considered sensitive by CDFG. This impact is considered **significant**.

Mitigation Measure

MM 3.6.11 Obtain Permits and Implement Protection and/or Mitigation Plans. The following measures shall be implemented to mitigate the loss of USACE jurisdictional waters of the United States:

- Authorization for fill of jurisdictional areas shall be secured from USACE via the § 404 permitting process.
- The acreage of jurisdictional habitat removed shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE regulations and Policy CAQ-9 of the City of Elk Grove General Plan. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE. It is possible that mitigation of impacts on vernal pool crustaceans [see MM 3.6.1] would partially or completely fulfill mitigation requirements for jurisdictional wetlands.
- Measures to minimize erosion and runoff into wetlands shall be included in all drainage plans. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants.
- Section 401 water quality certification from the Central Valley RWQCB and a §1601 Streambed Alteration Agreement from CDFG shall be obtained if necessary.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.11 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.11 will ensure that the potential loss of jurisdictional waters is reduced to a less than significant level (Revised Draft EIR pages 3.6-31 and 3.6-32).

- 2.5.10 **Impact 3.6.12** Implementation of either the Blue or Green Alternative could result in removal of or adverse impacts on eight native oak trees 6 inches dbh or greater. In addition, 30 other native trees with a dbh of 6 inches or greater, including Fremont cottonwood (*Populus fremontii*), black willow (*Salix gooddingii*), California sycamore (*Platanus racemosa*), and walnut (*Juglans* spp.), would be removed or adversely affected. Several large eucalyptus trees would be removed. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.6.12 Inventory Trees and Implement Oak Tree Protection Measures. All trees greater than 6 inches dbh shall be inventoried to determine size, species, biological value, and health of the tree, and whether the tree will be removed or protected. A landscaping plan that includes an inventory of trees onsite, a list of trees that shall be considered generally exempt from preservation, and a list of possible replacement trees shall be submitted to and approved by the City. Large trees of all species shall be retained to the extent possible.

Avoided oak trees within and adjacent to the project study area shall be fenced 5 feet beyond the dripline of each tree to minimize disturbance to the trees and their root zones. Fences shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.

Removal of some oak trees and other protected trees cannot be avoided. In addition, construction impacts are likely to occur on the protected buffer around some of the trees that will not be removed (i.e., the dripline and 5 feet beyond). Fencing shall be installed to protect the remaining portion within the dripline where activity would not occur, and any other requirements of the permit shall be permitted. Offsite mitigation or payment of an in-lieu fee shall be determined in accordance with the City's Tree Preservation Ordinance.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.6.12 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.6.12 will ensure that the potential loss or disturbance of native oak trees and the potential loss of other protected trees is reduced to a less than significant level (Revised Draft EIR page 3.6-32 and 3.6-33).

2.6 Cultural Resources

- 2.6.1 **Impact 3.7.1** No potentially significant archaeological or historic resources are known to be present within the proposed project study area. Construction activities associated with either the Blue or Green Alternative could result in an impact on previously unknown subsurface cultural resources. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.7.1 Monitor Construction, and Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities. If prehistoric or historic cultural resources

are inadvertently discovered during any ground-disturbing activities, all work shall stop immediately in that area and the City shall be notified of the discovery. No work shall be done in the area of the find and within 100 feet of the find until a professional archaeologist can determine whether the resource(s) is significant.

If necessary, the archaeologist shall develop mitigation measures consistent with the State CEQA Guidelines in consultation with the appropriate state agency and, if applicable, a representative from the NAHC list. A mitigation plan shall be submitted to the City for approval; mitigation in accordance with this plan shall be implemented before any work is done in the area of the resource find.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.7.1 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.7.1 will ensure that the impacts for uncovering unknown cultural resources are reduced to a less than significant level (Revised Draft EIR pages 3.7-7 and 3.7-8 and Final EIR).

- 2.6.2 **Impact 3.7.2** Based on input from Native American contacts, the potential exists that project construction could uncover prehistoric burials. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.7.2 Stop Work If Human Remains Are Uncovered During Construction, Report the Find to the NAHC, and Ensure Appropriate Management. California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code §7050.5 and §7052 and PRC §5097.

The City shall ensure that construction documents include specifications in accordance with the California Health and Safety Code, stating if human remains are uncovered during construction at the project site, the construction contractor shall immediately halt excavation and notify the NAHC or the NAHC's designated representative. The NAHC shall immediately notify the County Coroner. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands [Health and Safety Code §7050.5(b)]. If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24

hours making that determination (Health and Safety Code §7050(c)). The responsibilities of the NAHC for acting upon notification of a discovery of Native American human remains are identified in PCR [PRC] §5097.9. The City shall cooperate with the NAHC and implement the management measures identified by the NAHC as required by law.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.7.2 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.7.2 will ensure that potential impacts to the discovery of prehistoric burials from project construction are reduced to a less than significant level (Revised Draft EIR pages 3.7-8 and 3.7-9).

2.7 Hazards/Toxic and Hazardous Wastes

- 2.7.1 **Impact 3.8.1** Construction activities would result in temporary exposure of workers, residents, and other to gas, oil, and other hazardous materials because heavy construction activities and techniques that rely on these substances would be used in construction. Asbestos may be present in the existing overpass structure and in other buildings that would be demolished for construction of the proposed project. Aerially deposited lead may be present in soil in the project study area because of the high volumes of traffic that travel through the area on SR 99. Implementation of either the Blue or Green Alternative could cause construction workers, residents, and others to be exposed to hazardous materials such as asbestos and aerially deposited lead during demolition and construction. This impact is considered **potentially significant**.

Mitigation Measures

MM 3.8.1a Conduct Asbestos Investigation on Structures Planned for Demolition and Remove any Identified Asbestos. Before demolition and removal of any structures the project study area, including the existing overpass, the City shall notify the SMAQMD under the National Emission Standards for Hazardous Air Pollutants and shall have a qualified consultant investigate these structures for the presence of asbestos materials that could become friable or mobile during demolition and removal activities. If asbestos materials are found, the materials shall be removed by an accredited inspector in accordance with EPA, Cal-OSHA, and SMAQMD standards, and shall be properly disposed of at an appropriate offsite disposal facility. Requirements may include preparation and implementation of an asbestos mitigation plan to control fugitive dust emissions that could contain asbestos fibers or lead particulates.

MM 3.8.1b Conduct Soil Lead Testing and, if Aerially Deposited Lead Is Identified, Remove Soil. Before excavation, transportation, or removal of any soil

within the project study area, the City shall have a qualified consultant investigate onsite soils for the presence of ADL that could become mobile during excavation, transportation, or removal activities. If ADL-contaminated soil is found, the soil shall be removed by an accredited inspector in accordance with EPA, Cal-OSHA, SMAQMD, and Caltrans standards, and shall be properly disposed of at an appropriate offsite disposal facility. Caltrans handling procedures for material with ADL include avoiding release of visible dust, use of caution to prevent spillage, and monitoring of air quality during excavation.

Finding: Mitigation Measures Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.8.1a and MM 3.8.1b are feasible mitigation measures to offset the impact and are, therefore, adopted.

Facts that Support the Finding: Mitigation measures MM 3.8.1a and MM 3.8.1b will ensure that potential impacts to the temporary exposure to hazardous materials during demolition and construction are reduced to a less than significant level (Revised Draft EIR pages 3.8-13 and 3.8-14).

- 2.7.2 **Impact 3.8.3** Implementation of the proposed project would not result in permanent access impacts on either the Suburban Propane or Georgia-Pacific Resins facilities during project operation because the proposed project has been designed to maintain safe access to these facilities. The proposed project has been designed to ensure that access to the Suburban Propane property would be maintained without interruption during construction, and operations at the facility would not be affected. During construction of the realigned access road to the Georgia-Pacific Resins facility, minor disruptions in access are anticipated that could affect operations at the facility. This temporary construction impact is considered **significant** because of the large volume of truck traffic and the hazardous nature of the materials being transported to and from the Georgia-Pacific Resins facility.

Mitigation Measure

MM 3.8.3 Prepare and Implement Construction Management Plan. To minimize potential conflicts between construction activity and through traffic, particularly in the area of the Suburban Propane and Georgia-Pacific Resins facilities, the City shall require that the construction contractor develop and implement a construction traffic control plan. The plan shall identify all traffic control measures, signs, and delineators that will be implemented by the construction contractor during the period of demolition and construction activity to ensure that safe and efficient access is maintained and the risk of accidents involving trucks from these facilities is minimized.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that

changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.8.3 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.8.3 will ensure that potential impacts to the temporary access and operational disruptions to the Suburban Propane and Georgia-Pacific Resins facilities during construction are reduced to a less than significant level (Revised Draft EIR pages 3.8-16 and -17).

- 2.7.3 **Impact 3.8.5** The removal of USTs associated with the Arco and Chevron gas stations, required with implementation of either the Blue or Green Alternative, could result in the identification of soil and/or groundwater contamination not previously documented. Other agricultural, commercial, or industrial operations in the project study area could also have unidentified soil and/or groundwater contamination that may need to be remediated during implementation of either alternative. This impact is considered **potentially significant**.

Mitigation Measures

MM 3.8.5a Stop Construction and Conduct Onsite Assessment if Contaminated Soil and/or Groundwater Are Encountered During Construction and, if Risk Is Identified, Prepare and Implement a Remediation Plan. The City shall require construction specifications that, if contaminated soil and/or groundwater are encountered during excavation or grading, the construction contractor shall stop work in the area immediately and contact the City and HMD. The City shall hire an environmental hazardous materials professional to conduct an onsite assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to HMD and shall comply with all federal, state, and local laws. Soil remediation methods could include excavation and onsite treatment, excavation and offsite treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and onsite treatment, or extraction and offsite treatment and/or disposal. Construction shall be modified or postponed to ensure that construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.

MM 3.8.5b Coordinate with the Appropriate Agencies to Obtain Permits and Conduct Remediation if Contamination Is Detected. Permits from HMD shall be required for removal of USTs and associated contamination (if it exists). While no contamination is known to exist at the proposed project site, it is possible that contamination could occur in the time before USTs are removed, which could delay construction of the proposed project. If contamination is detected during UST removal activities, investigation and remediation shall occur in accordance with local, state, and federal laws.

Finding: Mitigation Measures Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.8.5a and MM 3.8.5b are feasible mitigation measures to offset the impact and are, therefore, adopted.

Facts that Support the Finding: Mitigation measures MM 3.8.5a and MM 3.8.5b will ensure that potential impacts to the temporary exposure to previously unidentified soil and/or groundwater contamination during removal of USTs are reduced to a less than significant level (Revised Draft EIR pages 3.8-21 through 3.8-23).

2.8 Public Services and Utilities

- 2.8.1 **Impact 3.9.1** Implementation of either the Blue or Green Alternative could result in a potential increase in emergency response time during construction as a result of temporary detours and road closures. Temporary ramp closures could impede emergency vehicle access. This impact is considered **potentially significant**.

Mitigation Measures

MM 3.9.1a Provide 24-Hour Notice to Emergency Service Agencies of Any Temporary Mainline or Ramp Closures. The construction contractor shall provide 24-hour advance notice of any temporary mainline or ramp closures to the County Sheriff's Department and the Elk Grove CSD Fire Department.

MM 3.9.1b Develop Construction Traffic Control Plan. To minimize potential conflicts between construction activity and through traffic, the construction contractor shall develop and implement a construction traffic control plan. The plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor during the period of demolition and construction activity. Construction traffic shall be controlled in accordance with the Caltrans Traffic Manual and City standards.

MM 3.9.1c Install Traffic Pre-emption Devices on All Traffic Signalization Devices. An additional request has been made by the Elk Grove CSD Fire Department to provide traffic signalizing devices with traffic pre-emption devices (OPTICOM) to further enhance access during times of fire emergencies. Although no significant impact has been identified, this request has been incorporated as further mitigation.

All new required traffic signalizing devices shall be provided with traffic pre-emption devices (OPTICOM) approved by the Elk Grove CSD Fire Department. These devices shall be installed in the signals at no cost to the

CSD and must be designed on the civil engineering plans. The corresponding equipment for the Elk Grove CSD Fire Department vehicles would be the responsibility of the fire department.

Finding: Mitigation Measures Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.9.1a, MM 3.9.1b, and MM 3.9.1c are feasible mitigation measures to offset the impact and are, therefore, adopted.

Facts that Support the Finding: Mitigation measures MM 3.9.1a, MM 3.9.1b, and MM 3.9.1c will ensure that potential temporary impacts to emergency response times and reduction in emergency access are reduced (Revised Draft EIR pages 3.9-3 through 3.9-5).

- 2.8.2 **Impact 3.9.3** Implementation of either the Blue or Green Alternative would require relocation of various water, gas, sewer, telephone, and overhead and underground electrical and cable television facilities. During relocation of these facilities, existing residences and businesses in the project study area may experience a temporary interruption in service. This impact is considered **potentially significant**.

Mitigation Measure

MM 3.9.3 Notify and Coordinate With Affected Utility Service Providers. Coordination with affected utility providers shall be required as part of the proposed project. The City shall specify in the construction contract that service providers shall be notified in advance of all service interruptions, allowing sufficient time to notify residences and businesses in the project study area. To reduce the inconvenience to these residences and businesses, the timing and duration of service interruptions shall also be coordinated with the service providers.

Finding: Mitigation Measure Feasible and Required. Pursuant to Public Resources Code Section 21081(a) and CEQA Guidelines Section 15091(a), the City hereby finds that changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect to a **less than significant** level. The City further finds that MM 3.9.3 is a feasible mitigation measure to offset the impact and is, therefore, adopted.

Facts that Support the Finding: Mitigation measure MM 3.9.3 will ensure that potential temporary interruptions to utility service during construction are reduced to a less than significant level (Revised Draft EIR page 3.9-6).

3. Findings Associated with Significant and Cumulative Significant Impacts Which Cannot Feasibly Be Mitigated to a Less Than Significant Level

Based upon the criteria set forth in the Revised Draft Environmental Impact Report (DEIR) and the Final Environmental Impact Report (FEIR), the City finds that the following environmental effects of the project are significant and unavoidable. However, as explained in the Statement of Overriding Considerations contained in Section 6 below, these effects are considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project.

3.1 Land Use and Agricultural Resources

- 3.1.1 **Impact 3.1.3** Implementation of either the Blue or Green Alternative would result in the direct conversion of approximately 1.5 acres and the potential indirect conversion of approximately 15 acres of Farmland of Statewide Importance to nonagricultural urban use west of SR 99 within the footprint of the interchange reconstruction site. Conversion of agricultural land is a significant effect and no feasible or adequate measures are available that would fully mitigate it within the City's jurisdiction. Therefore, this impact is considered **significant and unavoidable**.

As noted in Revised Draft EIR cumulative impact analysis (Revised Draft EIR page 4-15), the proposed project's incremental contribution to the cumulative conversion of Important Farmland to nonagricultural uses is considered a significant impact. No feasible mitigation is available to reduce this impact to a less-than-significant level; it is therefore a **significant and unavoidable** impact.

Mitigation Measures

None available.

Finding: No Feasible Mitigation Measures Available to Mitigate the Impact. Based upon the information contained in the FEIR and the Administrative Record, the City hereby finds that although potential mitigation options exist, including preserving, creating or improving farmland outside the project boundaries, there are no feasible mitigation measures that would avoid or lessen the actual loss of important farmland on the project site and its cumulative contribution to this impact that are defined as "mitigation" under CEQA Guidelines Section 15370 and are consistent with City of Elk Grove General Plan policies CAQ-2 and CAQ-3. Thus, this project and cumulative impact is considered **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 6 of this document.

Evidence: Protecting existing farmland within the City or in the region by requiring the purchase of conservation easements or fee title to other existing agricultural land will not lessen or avoid the direct net loss of important farmlands that will result from implementation of the project. Direct preservation of other existing important farmland areas within or outside the City also would not lessen or avoid the net loss of farmland that would result from implementation of the project, and is also considered infeasible because it would conflict with the Elk Grove General Plan policies CAQ-2 and CAQ-3.

The potential for loss of agricultural land was previously noted in the General Plan and its EIR (State Clearinghouse No. 2002062082); Findings of Fact and a Statement of Overriding Considerations addressing this issue were adopted on November 19, 2003 by the Elk Grove City Council.

3.2 Transportation and Circulation

- 3.2.1 **Impact 3.3.1** Implementation of either the Blue or Green Alternative may induce vehicle travel to the project study area under 2005 conditions. A sensitivity analysis of intersection operations indicates that the peak-hour intersection LOS could deteriorate to LOS F at Elk Grove-Florin Road/East Stockton Boulevard in the p.m. peak hour and at Grant Line Road/Waterman Road in the a.m. and p.m. peak hours. The amount of induced travel resulting from implementation of the proposed project under either the Blue or Green Alternative is uncertain. Therefore, this impact is considered **significant and unavoidable**.

Mitigation Measures

None available.

Finding: No Feasible Mitigation Measures Available to Mitigate the Impact. Based upon the information contained in the FEIR and the Administrative Record, the City hereby finds there are no feasible changes or alterations available that will lessen this significant adverse effect on the environment. Therefore, the City further finds that there are no feasible mitigation measures that might avoid or reduce this impact to a less than significant level. Thus, this impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 6 of this document.

Evidence: Because the amount of induced traffic cannot be predicted, no mitigation can be proposed that will ensure adequate reduction of the impact. As a possible mitigation measure to help address this impact, the City could monitor traffic conditions at the Grant Line Road/East Stockton Boulevard and Grant Line Road/Waterman Road intersections to identify any exceedances related to peak-hour volume and LOS. If such exceedances resulting from induced traffic were identified, the City could fund and construct improvements necessary to maintain LOS consistent with the standards identified in the Elk Grove General Plan. However, the need for such improvements is unknown, and the ability to fund and complete the engineering and feasibility studies for such improvements is speculative. Further, the City's ability to fund and construct the improvements is uncertain (Revised Draft EIR page 3.3-27).

3.3 Air Quality

- 3.3.1 **Impact 3.4.1** Demolition and construction activities associated with either the Blue or Green Alternative would result in the generation of temporary NO_x, ROG, and PM₁₀ emissions that would exceed SMAQMD emission thresholds. This impact is considered **significant and unavoidable**.

As noted in Revised Draft EIR cumulative impact analysis (Revised Draft EIR page 4-16 and -17), the proposed project would contribute considerable levels of emissions during construction. Therefore, the proposed project, along with other projects in the Sacramento County area and throughout the SVAB, would contribute considerably to adverse air quality conditions. This is a **significant and unavoidable** cumulative impact for which no mitigation is available to reduce the impact to a less-than-significant level.

Mitigation Measure

MM 3.4.1 Prepare, Submit, and Implement Construction Dust Mitigation Plan and Implement Air Quality Emission Reduction Measures. The City shall submit to the SMAQMD a construction emission/dust control plan and receive approval before groundbreaking. In accordance with the recommendations of the SMAQMD, the City shall also implement the following measures to reduce temporary construction emissions. In addition to the measures identified below, construction of the proposed project is required to comply with all applicable SMAQMD rules and regulations, specifically Rule 403 regarding fugitive dust, Rule 442 regarding architectural coatings, and Rule 453 regarding asphalt paving.

As recommended by the SMAQMD (2003), the City shall implement the following measures (where feasible) to reduce NOx and visible emissions from heavy-duty diesel equipment.

- a) The City shall provide a plan for approval by the SMAQMD demonstrating that the heavy-duty (>50 horsepower [hp]), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a projectwide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average at the time of construction. The project representative shall submit a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before subject heavy-duty off-road equipment is used, the City shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and onsite foreman. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.
- b) The City shall ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40% opacity for

more than 3 minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringlemann 2.0) shall be repaired immediately, and the SMAQMD shall be notified of noncompliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly, and monthly summary of visual survey results shall be submitted throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. The above recommendations shall not supersede other SMAQMD or state rules and regulations.

- c) The City's primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.

As recommended by the SMAQMD (1994b), the City shall reduce fugitive dust emissions, in compliance with Rule 403, by implementing the measures listed below.

- d) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover.
- e) All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.
- f) When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.
- g) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.
- h) After materials are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant.
- ij) Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.
- j) Wheel washers shall be installed for all trucks and equipment

exiting unpaved areas or wheels shall be washed to remove accumulated dirt before such vehicles leave the site.

- k) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%.
- l) Excavation and grading activities shall be suspended when winds exceed 20 mph.
- m) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.

Finding: No Feasible Mitigation Measures Available to Fully Mitigate the Impact. Based upon the information contained in the FEIR and the Administrative Record, the City hereby finds that there are feasible changes or alterations required in, or incorporated into the project that will lessen this significant adverse effect on the environment (Mitigation Measure MM 3.4.1). However, this measure will not reduce the project and cumulative impact to a less than significant level. Therefore, the City further finds that there are no additional feasible mitigation measures that might avoid or reduce this impact to a less than significant level. Thus, this project and cumulative impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 6 of this document.

Evidence: Implementation of Mitigation Measure MM 3.4.1 would result in a 20 percent reduction in NO_x emissions and a 45 percent reduction in visible emissions from heavy-duty diesel equipment. In addition, compliance with Rule 403 would result in a 75 percent reduction in fugitive dust emissions. However, any further reduction would not be feasible. Daily construction emissions would still exceed the SMAQMD's significance threshold of 85 lbs/day for NO_x, despite implementation of all feasible mitigation measures, and thus would potentially contribute to a violation in the NAAQS and CAAQS [Revised Draft EIR pages 3.4-17 through 3.4-20].

- 3.3.2 **Impact 3.4.5** Construction activities associated with the Blue or Green Alternative would result in the generation of diesel PM emissions that, in addition to background concentrations, could potentially result in a temporary exceedance of the SMAQMD standard of significance. This temporary impact is considered **significant and unavoidable**.

Mitigation Measure

MM 3.4.5 Implement Measures to Reduce Diesel PM Emissions. To reduce diesel PM emissions from heavy-duty diesel equipment, the City shall implement measures (a), (b), and (c) identified in MM 3.4.1, which are recommended by the SMAQMD (2003).

Finding: No Feasible Mitigation Measures Available to Fully Mitigate the Impact. Based upon the information contained in the FEIR and the Administrative Record, the City hereby finds that there are feasible changes or alterations required in, or incorporated into the project that will lessen this significant adverse effect on the environment (Mitigation Measure MM 3.4.5). However, this measure will not reduce the impact to a less than significant level. Therefore, the City further finds that there are no additional feasible mitigation measures that might avoid or reduce this impact to a less than significant level. Thus, this impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 6 of this document.

Evidence: Implementation of Mitigation Measure MM 3.4.5 would reduce the amount of diesel PM emissions from construction of the proposed project. However, diesel PM emissions would still contribute to background concentrations at nearby sensitive receptors that could potentially temporarily exceed the SMAQMD standard of significance (Revised Draft EIR page 3.4-28).

3.4 Public Services and Utilities

- 3.4.1 **Impact 3.9.2** Under the Blue Alternative, the proposed project would convert Survey Road into a cul-de-sac at the point where it currently joins the freeway frontage road. For safety and emergency response effectiveness, the Elk Grove CSD Fire Department's maximum standard length for cul-de-sacs is 600 feet. The proposed conversion of Survey Road would exceed the length standard. This impact is considered **significant and unavoidable** for the Blue Alternative.

Mitigation Measures

None available.

Finding: No Feasible Mitigation Measures Available to Mitigate the Impact. Based upon the information contained in the FEIR and the Administrative Record, the City hereby finds that there are no feasible changes or alterations available that will lessen this significant adverse effect on the environment. Therefore, the City further finds that there are no feasible mitigation measures that might avoid or reduce this impact to a less than significant level. Thus, this impact is **significant and unavoidable**. However, this impact is considered to be acceptable when balanced against the economic, legal, social, technological, and other benefits of the project as specified in Section 6 of this document.

Evidence: Improvements under the Blue Alternative would necessitate the introduction or lengthening of two cul-de-sacs. The Elk Grove CSD Fire Department's maximum standard length for cul-de-sacs is 600 feet. Under the Blue Alternative, Survey Road would be converted into a cul-de-sac exceeding approximately 950 feet in length by terminating it at its existing intersection with East Stockton Boulevard. The Elk Grove CSD Fire Department has indicated that the use of single-point access for commercial and industrial development using cul-de-sacs that exceeds CSD standards creates increased

risk to emergency response. According to the Elk Grove CSD Fire Department, without a complete redesign of the proposed interchange reconfiguration there is no feasible mitigation measure or feasible alternative to address the cul-de-sac length issue under the Blue Alternative.

4. Findings Associated with Project Alternatives

CEQA Guidelines require that an EIR "describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly obtain the basic objectives of the Project..." (CEQA Guidelines 15126.6[a]).

The City recognizes that while several of the alternatives described below would yield environmental benefits, the procurement of these benefits may also have corresponding negative environmental impacts and may conflict with the goals and objectives of the City associated with the project.

The alternatives analyzed are as follows:

- Alternative 1 - No Project Alternative;
- Alternative 2 – Blue Alternative;
- Alternative 3 – Green Alternative.

4.1 Alternative 1 – No Project

Description: CEQA Guidelines Section 15126.6(e)(1) states that a No Project alternative shall be analyzed. The purpose of describing and analyzing a No Project alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project. The No Project alternative analysis is not the baseline for determining whether the environmental impacts of a proposed project may be significant, unless the analysis is identical to the environmental setting analysis, which does establish that baseline.

Under this alternative, the proposed Grant Line Road/State Route 99 Interchange Reconstruction Project would not be adopted and the existing interchange configuration would remain in effect. This analysis of the No Project Alternative is consistent with the requirements of CEQA Guidelines 15126.6(e)(3)(A), which specifically identify that when the project under evaluation is the revision of an existing land use or regulatory plan, that the "no project" alternative will be the continuation of the existing plan.

Finding: The City finds that the No Project Alternative is less desirable than the project and is infeasible for the following reasons:

- This alternative would not meet any of the project objectives listed below since no improvements would occur:
 1. Correct the existing design deficiencies of the interchange, which include substandard off-ramp deceleration lanes, low-speed horizontal curves, and substandard vertical clearance over SR 99.
 2. Provide more efficient access to and from SR 99 to serve the city of Elk Grove.
 3. Correct existing and anticipated future traffic operational deficiencies.

-
4. Accommodate increased traffic demand generated by approved and planned growth in the city and region, consistent with the City of Elk Grove General Plan and the MTP.
 5. Allow for the ultimate widening of SR 99 to eight lanes and Grant Line Road to eight lanes as identified in the MTP and the City of Elk Grove General Plan, respectively.
 6. Eliminate the current and anticipated LOS deficiencies at the Grant Line Road/West Stockton Boulevard, northbound SR 99 ramps/East Stockton Boulevard, and Grant Line Road/East Stockton Boulevard intersections.
- This alternative would result in greater project-specific effects in the areas of transportation and circulation and public services impacts than the proposed project.

Facts that Support the Finding: Revised Draft EIR pages 5-13 through 5-17 provide an analysis of the No Project Alternative as compared to the proposed project. Environmental benefits of this alternative over the proposed project include the issue areas of hydrology, drainage, and water quality; biological resources; cultural resources; and hazards/toxic and hazardous wastes. As noted on Draft EIR page 5-18, the No Project Alternative would not be considered the environmentally superior alternative, as the No Project Alternative would not meet any of the proposed project's objectives.

4.2 Alternative 2 – Blue Alternative

Description: The Blue Alternative was chosen for inclusion into the analysis of the project, as it would meet the objectives of the project. The proposed configuration of this alternative and its major design features are as follows:

- The northbound off-ramp from SR 99 would be a two-lane off-ramp widened to four lanes at the intersection with Grant Line Road. A 400-meter long (1,300-foot long) auxiliary lane would be constructed on the east side of the freeway to increase the deceleration distance at the off-ramp.
- A northbound loop on-ramp from eastbound Grant Line Road would be constructed with a mixed-flow lane and an HOV bypass lane, with provisions for ramp metering. The two lanes would merge to a single lane before merging with SR 99.
- The northbound diagonal on-ramp from westbound Grant Line Road would consist of a mixed-flow lane and an HOV bypass lane, with provisions for ramp metering. The two lanes would merge to a single lane before merging with SR 99. Use of the existing northbound on- and off-ramps would be discontinued and the pavement would be removed.
- The southbound off-ramp from SR 99 would begin as two lanes and widen to three lanes at the intersection with Grant Line Road. A 400-meter long (1,300-foot long) auxiliary lane would be constructed on the west side of the freeway to increase the deceleration distance at the off-ramp.

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- The southbound loop on-ramp from westbound Grant Line Road would be constructed with a mixed-flow lane and an HOV bypass lane, with provisions for ramp metering.
 - The southbound diagonal on-ramp from eastbound Grant Line Road would consist of a mixed-flow lane and an HOV bypass lane, with provisions for ramp metering. Use of the existing southbound on- and off-ramps would be discontinued and the pavement would be removed.
 - Grant Line Road and Kammerer Road outside of the interchange area are planned for six through lanes in the Circulation Element of the City General Plan. The overcrossing would be a two-span reinforced concrete box with girder structure, approximately 82 meters (270 feet) long and 34.2 meters (112 feet) wide. Seven lanes would be provided on the structure, along with bicycle lanes and sidewalks in each direction on the structure.
 - Bicycle lane striping (2.1 meters [7 feet]) would be provided in both directions through the interchange area to the extent allowed by Caltrans. Where bicycle lanes cross ramp areas, however, the bicycle lane striping is generally dropped.
 - Class II bicycle lanes would be constructed on Grant Line Road and Kammerer Road consistent with the City of Elk Grove 2010 Bicycle Master Plan.
 - East Stockton Boulevard south of Grant Line Road presently terminates at the Emerald Lakes Golf Course. As part of the proposed project, East Stockton Boulevard would still terminate at the golf course, but it would be relocated between the golf course and Elkmont Way. This relocation would be necessary due to construction of the northbound on- and off-ramps. Between the golf course and Grant Line Road, the frontage road would be partially realigned and relocated before intersecting Survey Road. Between the golf course and to a point just north of Meek's Building Supply, East Stockton Boulevard would be realigned slightly eastward. At the north side of Meek's, the road would be relocated and would be turned in an eastward direction, running along the northern edge of the Meek's property until being turned northward to intersect with Survey Road. No change to Survey Road is proposed other than the construction of this additional access point. Between Grant Line Road and Elkmont Way, the frontage road would be an extension of CMD Court along the east side of an existing drainage easement and would rejoin the existing alignment of East Stockton Boulevard. Survey Road would terminate in a cul-de-sac at its current intersection with East Stockton Boulevard. A new cul-de-sac would be constructed north of Grant Line Road to provide access to an existing saloon located near the intersection of East Stockton Boulevard and the northbound ramps. Access to the existing SES meeting hall would be provided by two driveways to the reconstructed East Stockton Boulevard.

Finding: The City finds that the Blue Alternative is less desirable than the Green Alternative, and is infeasible for the following reasons:

- This alternative would result in a greater costs associated with roadway construction (\$1,385,000 in additional costs as compared to the Green Alternative) and right-of-way acquisition (\$915,000 in additional costs as compared to the Green Alternative)

based on the Draft Project Report for the Proposed Grant Line Road/State Route 99 Interchange Reconstruction Project ; and,

- This alternative would result in the conversion of Survey Road into a cul-de-sac, which would violate the cul-de-sac standards set forth by the Elk Grove CSD Fire Department for emergency access.

Facts that Support the Finding: Revised Draft EIR pages 2-11 through 2-13 provide a description of the Blue Alternative. In addition, DEIR pages 2-14 through 2-16 describe the required right-of-way acquisitions required for this alternative.

4.3 Alternative 3 – Green Alternative

Description: The Green Alternative would be the same as the Blue Alternative west of SR 99 and north of Grant Line Road. The Green Alternative differs from the Blue Alternative only in the southeast quadrant of the interchange, where East Stockton Boulevard between the golf course and Survey Road would be realigned slightly to the east to allow for construction of the northbound freeway auxiliary lane. Between Survey Road and Grant Line Road, the existing East Stockton Boulevard would be removed to allow for construction of the new northbound off-ramp. Businesses that presently gain direct access from East Stockton Boulevard between Survey Road and Grant Line Road would be served by a new access road connecting with Survey Road.

Finding: The City finds that the Green Alternative is more desirable than the Blue Alternative and is feasible for the following reasons:

- This alternative would result in reduced costs associated with roadway construction (\$1,385,000 in reduced costs as compared to the Blue Alternative) and right-of-way acquisition (\$915,000 in reduced costs as compared to the Blue Alternative) based on the Draft Project Report for the Proposed Grant Line Road/State Route 99 Interchange Reconstruction Project; and,
- This alternative would not result in the conversion of Survey Road into a cul-de-sac.

Facts that Support the Finding: Revised Draft EIR page 2-14 provides a description of the Green Alternative. In addition, DEIR page 2-16 describes the required right-of-way acquisitions required for this alternative. In addition, the City of Elk Grove Planning Commission has previously recommended this alternative for approval (Planning Commission meeting November 8, 2001).

5. Other Findings

5.1 Modifications to the Project

Since completion of the Final EIR, the City has proposed to modify the access connection for 10519 East Stockton Boulevard to provide a frontage road access from Survey Road along the west side of this property in an alignment similar to the existing East Stockton Boulevard. This modification to the project would not result in any new significant environmental effects or an increased severity of identified environmental effects disclosed in the Final EIR. This finding is based on the fact that this frontage road access would be built in land areas already disturbed from existing development (e.g., East Stockton Boulevard).

5.2 Growth-Inducing Impacts

Revised Draft EIR pages 6-1 through 6-5 identify the growth inducement potential of the project and the associated environmental effects within and outside of the City limits. These environmental effects of growth generally include:

- Loss of agricultural land
- Loss of habitat for special-status species
- Degradation of water quality
- Degradation of air quality
- Increased noise from additional traffic
- Inadequate traffic level of service and vehicular circulation
- Public service and utility impacts

The environmental effects are associated with growth anticipated under the City of Elk Grove General Plan (2003) and were disclosed in its EIR. The City Council adopted Findings of Fact and a Statement of Overriding Considerations acknowledging these impacts from the General Plan and accepted those impacts that were significant and unavoidable as a consequence of implementing the General Plan. This project is consistent with the General Plan and would contribute to several of the environmental effects disclosed in the City of Elk Grove General Plan Final EIR and addressed in the General Plan Findings of Fact and Statement of Overriding Considerations.

6. Findings Associated with Mitigation Monitoring and Reporting Program

Section 21081.6 of the California Public Resources Code requires the City Council to adopt a monitoring and reporting program regarding changes in the Project or mitigation measures imposed to lessen or avoid significant effects on the environment.

The Mitigation and Monitoring Program, in the form presented to the City Council, is adopted because it effectively fulfills the CEQA mitigation monitoring requirement:

- A. The mitigation measures are specific and, as appropriate, define performance standards to measure compliance under the Program and subsequent implementation as part of the project.
- B. Compliance with the Program is itself a requirement of the project through implementation of the project.

7. Statement of Overriding Considerations

In approving the Grant Line Road/State Route 99 Interchange Reconstruction Project and selection of the Green Alternative, which is evaluated in the Final Environmental Impact Report (FEIR), the City makes the following Statement of Overriding Considerations in support of its findings on the FEIR. The City has considered the information contained in the FEIR (Revised Draft EIR, Response to Comments on the Draft EIR, and Errata) and has fully reviewed and considered the public testimony and record in this proceeding.

The City has carefully balanced the benefits of the project and Green Alternative against any adverse impacts identified in the EIR that could not be feasibly mitigated to a level of insignificance. Notwithstanding the identification and analysis of the impacts that are identified in the EIR as being significant which have not been eliminated, lessened or mitigated to a level of insignificance, the City, acting pursuant to Section 15093 of the CEQA Guidelines, hereby determines that the benefits of the project outweigh the unmitigated adverse impacts and the project should be approved. The EIR describes certain environmental impacts that cannot be avoided if the project is implemented. This Statement of Overriding Considerations applies specifically to those impacts found to be significant and unavoidable as set forth in the EIR and the public hearing records.

The following significant and unavoidable impacts have been identified in the EIR for the Green Alternative:

First, implementation of the project would result in the direct conversion of approximately 1.5 acres and the indirect conversion of approximately 15 acres of Farmland of Statewide Importance to nonagricultural urban uses as well as cumulatively contribute to loss of this resource. For more information related to the inevitable loss of farmland, the reader should refer to the General Plan consistency discussion noted in Section 1.1 and 3.1.1 of this document. The loss of farmland is inevitable as the development of the City progresses. For this reason, this impact is considered **significant and unavoidable**.

Second, implementation of the project could result in increased traffic under 2005 conditions, and result in LOS F conditions at the intersections of Elk Grove-Florin Road/East Stockton Boulevard in the p.m. peak hour, and Grant Line Road/Waterman Road in the a.m. and p.m. peak hours from induced travel. Even with the interchange improvements, the amount of traffic at these intersections is uncertain. For this reason, this impact is considered **significant and unavoidable**.

Third, implementation of the project would result in temporary NO_x, ROG, and PM₁₀ emissions that would exceed SMAQMD emission thresholds resulting from demolition and construction activities, which would also cumulatively contribute to regional air quality impacts. Although these increases are only temporary, emissions that exceed thresholds are considered **significant and unavoidable**.

Fourth, implementation of the project would result in the generation of diesel PM emissions from construction activities that would temporarily exceed SMAQMD standards. Although these increases are only temporary, emissions that exceed thresholds are considered **significant and unavoidable**.

SPECIFIC FINDINGS

Project Benefits Outweigh Unavoidable Impacts. The City hereby finds that the remaining significant and unavoidable impacts of the project are acceptable in light of the long-term social, environmental, land-use and other considerations set forth herein. Specifically, these detrimental changes are outweighed by the following project benefits.

1. ***The project would accommodate increased traffic demand for planned and approved development in the City, county, and the Sacramento region.***
2. ***The project would improve the operation of the existing interchange, improve traffic safety and improve pedestrian and bicycle facilities on the overpass structure.***
3. ***The project would be consistent with planned growth and transportation improvements in accordance with the City of Elk Grove General Plan.***

Balance of Competing Goals. The City hereby finds it is imperative to balance competing goals in approving the project and the environmental documentation of the project. Not every environmental concern has been fully satisfied because of the need to satisfy competing concerns to a certain extent. The City has chosen to accept certain environmental impacts because complete eradication of impacts would unduly compromise some other important community goals.

The City hereby finds and determines that the project proposal and the supporting environmental documentation provide for a positive balance of the competing goals and that the social, transportation, traffic safety, environmental, and other benefits to be obtained by the project outweigh any remaining environmental and related potential detriment of the project.

OVERRIDING CONSIDERATIONS

Based upon the objectives identified for the project and through the extensive public participation, the City has determined that the project and Green Alternative should be approved and that any remaining unmitigated environmental impacts attributable to the project are outweighed by the specific social, environmental, land-use and other overriding considerations. These include the project providing improved circulation benefits and benefits to improved emergency access opportunities.

The City has determined that any environmental detriment caused by the project has been minimized to the extent feasible through mitigation measures identified herein, and, where not feasible, has been outweighed and counterbalanced by the significant social, transportation, traffic safety, and environmental benefits to be provided by the project.

EXHIBIT B
Mitigation Monitoring and Reporting Program for the Grant Line Road/State
Route 99 Interchange Reconstruction Project EIR

SCH# 1999011039

PREPARED BY:

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GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the City of Elk Grove Grant Line Road/State Route 99 Interchange Reconstruction Project. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

MITIGATION MONITORING AND REPORTING PROGRAM

The City of Elk Grove will be the primary agency for monitoring the mitigation measure, but not the only agency responsible for implementing the mitigation measures. In some cases, the City or other public agencies will implement measures.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken verbatim from the Final EIR, in the same order that they appear in the Final EIR.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the department within the City or consultant responsible for mitigation monitoring.
- **Compliance Verification Responsibility:** Identifies the department of the City or other agency responsible for verifying compliance with the mitigation.

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
LAND USE AND AGRICULTURAL RESOURCES				
MM 3.1.2	Provide Temporary Roadway Detours or Alternative Access to Businesses. Where access to businesses is temporarily interrupted during construction, roadway detours or temporary alternative access shall be provided to ensure daily business access. Where existing business access must be permanently changed, permanent alternative access shall be provided to a public roadway no later than the completion of the proposed interchange reconstruction project.	City Development Services.	Before and during ground-disturbing activities.	
MM 3.1.4	Prepare and Implement Construction Management Plan. To minimize potential conflicts between construction activity and through traffic, the construction contractor shall develop and implement a construction traffic control plan.	City Development Services.	Prior to construction activities.	
HYDROLOGY, DRAINAGE AND WATER QUALITY				
MM 3.2.1a	Prepare and Implement Storm Water Pollution Prevention Plan. The City's existing NPDES permit requires that the City prepare a SWPPP for the proposed project and submit it to the Central Valley RWQCB in support of NPDES regulations. The SWPPP shall identify the activities that may cause pollutant discharge (including sediment) during storms and the appropriate BMPs from Caltrans' Statewide Storm Water Quality Practice Guidelines that will be employed to control pollutant discharge. Construction	City Development Services and Central Valley Regional Water Quality Control Board (RWQCB).	SWPPP submittal to Central Valley RWQCB – Before ground-disturbing activities begin. BMP implementation – Throughout	

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GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>techniques shall be identified that will reduce the potential for runoff and the plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified.</p>		the construction period.	
MM 3.1.2b	<p>Prepare and Implement Erosion Control Plan. The City shall prepare and implement an erosion control plan for the proposed project. The plan shall be submitted to the Central Valley RWQCB and SMAQMD for approval before grading begins. The following erosion and sediment control measures and practices may be used as needed during and after construction to minimize the possibility of accelerated soil erosion and sedimentation:</p> <ul style="list-style-type: none"> • Minimize site disturbance; • Perform initial cleanup; • Compact subsurface backfill materials; • Install trench plugs, if necessary for steep trenches; • Construct water bars; • Install baffle boards; 	City Development Services, Central Valley RWQCB, and SMAQMD (for MM 3.4.1).	<p>Plan preparation – before issuance of grading permit.</p> <p>Implementation of control measures – Throughout the construction period.</p>	

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<ul style="list-style-type: none"> Perform seeding and mulching in disturbed areas; Install erosion control blankets; Install silt fencing and straw bale dikes; Control dust (refer to MM 3.4.1 in Section 3.4, Air Quality); and Conduct periodic maintenance of erosion and sediment control measures. 			
MM 3.2.3	<p>Conduct and Implement Recommendations of Comprehensive Stormwater Drainage Runoff Analysis. The City shall conduct a comprehensive stormwater drainage runoff study subject to review and approval of the City Engineer. The report shall include an evaluation of existing drainage facilities, both onsite and offsite, that would be significantly affected by the proposed project. The proposed project shall include onsite areas for stormwater detention, in case the proposed project is found to cause significant downstream drainage impacts, and/or offsite facilities shall be improved to meet City standards. The City shall also provide and dedicate drainage easements and install facilities in accordance with City requirements. All recommendations identified in the study shall be implemented by the City in consultation with Caltrans.</p>	City Development Services and Caltrans.	Before final project design.	
TRANSPORTATION AND CIRCULATION				

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GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
MM 3.3.3	<p>Provide Physical Improvements to the Deficient Intersections. The City shall modify the Grant Line Road/West Stockton Boulevard intersection to include the following lane configurations to provide acceptable traffic operations:</p> <ul style="list-style-type: none"> • Three southbound left-turn lanes, and • One eastbound right-turn lane. <p>With these modifications, the Grant Line Road/West Stockton Boulevard intersection will have the following lane configurations:</p> <ul style="list-style-type: none"> • One left-turn lane, one through lane, and one right-turn lane on the northbound approach; • Three left turn lanes and one shared through-right-turn lane on the southbound approach; • One left-turn lane, three through lanes, and one right-turn lane on the eastbound approach; and • One left-turn lane, two through lanes, one shared through-right-turn-lane, and one right-turn lane on the westbound approach. 	City Development Services.	Implemented as part of project improvements.	
AIR QUALITY				
MM 3.4.1	Prepare, Submit, and Implement Construction Dust Mitigation Plan and Implement Air Quality Emission	City Development Services	Before and	

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>Reduction Measures. The City shall submit to the SMAQMD a construction emission/dust control plan and receive approval before groundbreaking. In accordance with the recommendations of the SMAQMD, the City shall also implement the following measures to reduce temporary construction emissions. In addition to the measures identified below, construction of the proposed project is required to comply with all applicable SMAQMD rules and regulations, specifically Rule 403 regarding fugitive dust, Rule 442 regarding architectural coatings, and Rule 453 regarding asphalt paving.</p> <p>As recommended by the SMAQMD (2003), the City shall implement the following measures (where feasible) to reduce NOx and visible emissions from heavy-duty diesel equipment.</p> <p>a) The City shall provide a plan for approval by the SMAQMD demonstrating that the heavy-duty (>50 horsepower [hp]), off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a projectwide fleet-average 20% NOx reduction and 45% particulate reduction compared to the most recent CARB fleet average at the time of construction. The project representative shall submit a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that will be used an aggregate of 40 or more hours during any portion of the project. The inventory shall be updated and submitted monthly throughout the duration of</p>	<p>and Sacramento Metropolitan Air Quality Management District (SMAQMD).</p>	<p>during ground-disturbing activities.</p>	

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GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>the project, except that an inventory shall not be required for any 30-day period in which no construction operations occur. At least 48 hours before subject heavy-duty off-road equipment is used, the City shall provide the SMAQMD with the anticipated construction timeline including start date, and the name and phone number of the project manager and onsite foreman. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or such other options as become available.</p> <p>b) The City shall ensure that emissions from off-road, diesel-powered equipment used on the project site do not exceed 40% opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40% opacity (or Ringlemann 2.0) shall be repaired immediately, and the SMAQMD shall be notified of noncompliant equipment within 48 hours of identification. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of visual survey results shall be submitted throughout the duration of the construction project, except that the monthly summary shall not be required for any 30-day period in which no construction operations occur. The monthly summary shall include the quantity and type of vehicles surveyed, as well as the dates of each survey. The SMAQMD</p>			

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>and/or other officials may conduct periodic site inspections to determine compliance. The above recommendations shall not supersede other SMAQMD or state rules and regulations.</p> <p>c) The City's primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.</p> <p>As recommended by the SMAQMD (1994b), the City shall reduce fugitive dust emissions, in compliance with Rule 403, by implementing the measures listed below.</p> <p>d) All disturbed areas, including storage piles that are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, a chemical stabilizer or suppressant, or vegetative ground cover.</p> <p>e) All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or a chemical stabilizer or suppressant.</p> <p>f) When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or maintained with at least 6 inches of freeboard space from the top of the container.</p> <p>g) All operations shall limit or expeditiously remove the accumulation of project-generated mud or dirt from adjacent public streets at least once</p>			

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>every 24 hours when operations are occurring.</p> <p>h) After materials are added to or removed from the surfaces of outdoor storage piles, the storage piles shall be effectively stabilized of fugitive dust emissions using sufficient water or a chemical stabilizer/suppressant.</p> <p>i) Onsite vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p>j) Wheel washers shall be installed for all trucks and equipment exiting unpaved areas or wheels shall be washed to remove accumulated dirt before such vehicles leave the site.</p> <p>k) Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%.</p> <p>l) Excavation and grading activities shall be suspended when winds exceed 20 mph.</p> <p>m) The extent of areas simultaneously subject to excavation and grading shall be limited, wherever possible, to the minimum area feasible.</p>			
MM 3.4.5	<p>Implement Measures to Reduce Diesel PM Emissions. To reduce diesel PM emissions from heavy-duty diesel equipment, the City shall implement measures (a), (b), and (c) identified in MM 3.4.1, which are</p>	City Development Services and SMAQMD.	Before and during ground-disturbing activities.	

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	recommended by the SMAQMD (2003).			
NOISE				
MM 3.5.1a	Limit Hours of Construction Activities. The City shall prepare construction specifications that require the construction contractor to limit the hours of construction activities, including demolition. Site preparation and construction activities shall be limited to between 6 a.m. and 8 p.m., Monday through Friday, and between 7 a.m. and 8 p.m. on Saturday and Sunday (City Noise Control Ordinance, §6.68.090). Furthermore, construction equipment maintenance shall be limited to the same hours. This requirement shall be included in City construction contracts for the proposed project.	City Development Services.	Included in construction contracts and implemented during all construction phases of the proposed project.	
MM 3.5.1b	Implement Measures to Reduce Construction Noise. The City shall prepare construction specifications that require the construction contractor to implement various noise reduction measures during construction. The construction specifications shall be submitted by the construction contractor to the City for review and approval before improvement and/or construction plans are approved. The construction specifications shall include the following measures: <ul style="list-style-type: none"> Fixed construction equipment such as compressors and generators shall be located as far as possible from sensitive receptors. All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power construction equipment shall be muffled or shielded. 	City Development Services.	Included in construction contracts and implemented during all construction phases of the proposed project.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<ul style="list-style-type: none"> All construction equipment using internal combustion engines shall be in proper tune. All construction equipment shall be equipped with appropriate factory-installed muffler systems in good working condition. <p>Before any particularly noisy activities (e.g., impact pile driving) are performed, written notice of such activities shall be provided to all residences within a 200-foot radius of the construction site. Notices shall include specific information about the expected timing of these activities. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods for which a major affected party would like to avoid noise disturbance (e.g., special events).</p>			
MM 3.5.1c	Locate Construction Staging Areas as Far Away as Possible from Sensitive Receptors. Construction staging areas shall be located as far from noise-sensitive uses as is feasible. This requirement shall be included in City construction contracts for the proposed project.	City Development Services.	Included in construction contracts and implemented during all construction phases of the proposed project.	
MM 3.5.1d	Locate Stationary Construction Equipment as Far Away as Possible from Sensitive Receptors. Stationary construction equipment shall be located as far from noise-sensitive uses as feasible, and temporary or portable acoustic barriers shall be installed around the equipment/work area when within 100 feet of residential properties or other sensitive uses. This	City Development Services.	Included in construction contracts and implemented during all construction phases of the	

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	requirement shall be included in City construction contracts for the project.		proposed project.	
MM 3.5.1e	Post Construction Hours and Contact Information Onsite. Construction hours, allowable workdays, and the phone number of the job superintendent and City contact person shall be clearly posted on a sign no larger than 4 feet by 8 feet at all construction entrances to allow surrounding and onsite property owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.	City Development Services.	Included in construction contracts and implemented during all construction phases of the proposed project.	
MM 3.5.1f	Temporarily Relocate Occupants if Construction Noise Exceeds 65 dBA L_{dn}/CNEL. If construction noise results in noise levels that exceed 65 dBA L _{dn} /CNEL onsite or at adjacent residential land uses, the City shall relocate the occupants on a temporary basis.	City Development Services.	Implemented during all construction phases of the proposed project.	
MM 3.5.2a	Relocate Adjacent Residents Temporarily if Necessary. If construction vibration results in ppv of more than 0.1 in/sec to adjacent residential uses, the City shall relocate the occupants on a temporary basis.	City Development Services.	During all pile driving activities.	
MM 3.5.2b	Monitor and Reduce Vibrations from Pile Driving. Before pile driver operation begins in proximity to residential areas, the City shall conduct an assessment of vibrations induced by pile driving at the site. During indicator pile driving, vibrations shall be measured at regular intervals to determine the levels of vibration at various distances from pile driving equipment. The indicator piles shall be driven at locations at least 400 feet from any existing residential dwellings. After monitoring, methods of reducing the ppv to less than	City Development Services.	Before any pile driving activities begin.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	0.4 in/sec shall be determined and implemented during production pile driving. Methods to reduce vibrations, if needed, could include cut-off trenches and the use of smaller hammers. The vibration reduction techniques to be used shall be described in a note attached to the construction plans and construction contracts for the project before construction activities begin.			
MM 3.5.3	<p>Conduct Acoustical Analysis and Implement Noise Attenuation if Needed. For the Lent Ranch residences located in the southwest quadrant of the interchange, an acoustical analysis shall be conducted by the City before approval of the final interchange design. If interior and exterior noise levels are determined, within the acoustical analysis, to exceed the acceptable range outlined in the City of Elk Grove General Plan Noise Element (Policy NO-5), the analysis will identify measures to ensure that the noise levels are not exceeded. Final interchange improvement plans shall identify noise attenuation features (e.g., building insulation, sound walls, and berms) that must be in place before a building permit can be issued for each development component to ensure compliance with City noise standards in accordance with City of Elk Grove General Plan Policies NO-5 through NO-9. The City shall review and approve the recommended noise attenuation features and spot check during construction to ensure compliance.</p> <p>It should be noted that implementation of the approved Lent Ranch Marketplace project would result in demolition and removal of the Lent Ranch residential complex. If the City determines that this</p>	City Development Services.	<p>Acoustical analysis – Before approval of the final interchange design.</p> <p>Noise attenuation features – Prior to completion of project.</p>	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	portion of the Lent Ranch Marketplace project will be implemented before operation of the reconstructed Grant Line Road/SR 99 interchange would begin, this mitigation measure is no longer required.			
BIOLOGICAL RESOURCES				
MM 3.6.1	Consult with USFWS Regarding Impacts on Vernal Pool Crustacean Species Habitat and Implement Mitigation Conditions. The City shall consult with USFWS regarding impacts on vernal pool invertebrate habitat. An incidental take permit may be required. Authorization for incidental take would be initiated by formal consultation under §7 of the federal ESA. The consultation would proceed as part of the permitting process for the §404 permit from USACE. During this consultation, an appropriate mitigation plan shall be developed and approved by USFWS. Both the Blue and Green Alternatives are expected to qualify for implementation under the <i>Programmatic Formal ESA Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans</i> (USFWS 1996). Under the programmatic agreement, each acre of habitat directly or indirectly affected requires preservation of 2 acres (2:1 ratio) of vernal pool habitat within an offsite USFWS-approved preservation bank or 3 acres (3:1 ratio) of habitat onsite. Also, for every acre of habitat directly affected, either 1 acre (1:1 ratio) of habitat must be created within the offsite USFWS-approved habitat mitigation bank, or 2 acres (2:1 ratio) of habitat must be created onsite.	City Development Services and U.S. Fish and Wildlife Service (USFWS).	Before ground-disturbing activities begin that would impact the vernal pool. Reports associated with compliance with this shall be provided for documentation.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
MM 3.6.2	<p>Conduct Preconstruction Stem Count for the Elderberry Shrub on Site and Consult with USFWS to Develop and Implement Mitigation Plan. Before project construction activities that would impact the elderberry shrub begin, an elderberry stem count shall be conducted by a qualified biologist for the single elderberry shrub on the site to determine the number of elderberry stems greater than 1 inch at ground level that would be affected by the Blue or Green Alternative.</p> <p>The City shall consult with the USFWS with the results of the above survey. An incidental take permit may be required. During this consultation, an appropriate mitigation plan shall be developed and approved in consultation with the USFWS. Appropriate measures shall be determined by USFWS and replacement may be required based on the USFWS Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS 1999b). Mitigation may include, but not necessarily be limited to, implementing reduced buffers around the shrub if it would not be removed; transplanting the shrub to a conservation area if the shrub would be removed; and planting additional seedlings or cuttings at a ratio ranging from 1:1 to 1:6, depending on the number of stems greater than or equal to 1 inch and if beetle exit holes are found on the shrub (USFWS 1999b). Construction activities that would impact the elderberry shrub shall not occur until any necessary permits and approvals from USFWS are obtained.</p>	City Development Services and USFWS.	<p>Before ground-disturbing activities begin that would impact the elderberry shrub.</p> <p>Reports associated with compliance with this shall be provided for documentation.</p>	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
MM 3.6.3	<p>Consult with USFWS and CDFG and Implement Giant Garter Snake Protection Measures. Because complete avoidance of giant garter snake habitat is not feasible, the City shall consult with USFWS and CDFG. An incidental take permit may be required. During this consultation, an appropriate mitigation plan shall be developed and approved by USFWS and CDFG. It is anticipated that the plan would be consistent with requirements outlined in the existing programmatic consultation for USACE §404 permitted projects with relatively small effects on the giant garter snake (USFWS 1997). The mitigation plan may include, but not necessarily be limited to, applicable take minimization measures outlined below and compensation for unavoidable impacts through replacement of habitat. Compensation ratios may range from 1:1 to 3:1 replaced aquatic habitat to affected habitat, depending on the amount of habitat lost and the duration of the impact. Replacement habitat shall include both upland and aquatic habitat components at a ratio of 2:1 upland habitat to aquatic habitat.</p> <p>The City shall implement the following take minimization measures:</p> <ul style="list-style-type: none"> • All construction activity within giant garter snake habitat (aquatic habitat and adjacent upland habitat within 200 feet) shall be conducted between May 1 and October 1. • Dewatering of aquatic habitat shall not occur between October 1 and April 15. Any dewatered habitat must remain dry for at least 15 consecutive days after April 15 and before 	City Development Services, USFWS, and California Department of Fish and Game (CDFG).	<p>Consultation – before ground-disturbing activities begin.</p> <p>Implementation of measures – during all construction phases of the proposed project.</p> <p>Reports associated with compliance with this shall be provided for documentation.</p>	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>the dewatered habitat is excavated or filled.</p> <ul style="list-style-type: none"> • Within 24 hours before construction activities begin, the site shall be inspected by a qualified biologist who is approved by USFWS' Sacramento Fish and Wildlife Office. The construction area shall be reinspected whenever construction activity has lapsed for 2 weeks or longer. • Clearing of wetland vegetation shall be confined to the smallest area necessary. Channel banks shall be excavated using equipment located on and operated from the top of the bank, with the least interference practical for emergent vegetation that would not be affected by the proposed project. • Movement of heavy equipment to and from the proposed project site shall be restricted to established roadways and haul routes to minimize habitat disturbance, and equipment shall be stored in established staging areas. • Construction personnel shall participate in a USFWS-approved worker environmental awareness training program. Under this program, workers shall be informed about the presence of giant garter snakes and habitat associated with the species and cautioned that unlawful take of the snake or destruction of habitat is a violation of ESA. • Any snake found on the project site must be 			

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>avoided and left alive and uninjured. If a giant garter snake becomes trapped or retreats into any part of the construction area, construction activity in the vicinity of the snake shall cease, and CDFG and USFWS shall be notified immediately. Construction shall not be reinitiated until a qualified biologist has either removed the snake from the construction area or, after thorough inspection, determined that the snake has vacated the construction area.</p> <ul style="list-style-type: none"> • Giant garter snake habitat that would be temporarily affected shall be restored in accordance with criteria listed in <i>Mitigation Criteria for Restoration and/or Replacement of Giant Garter Snake Habitat</i> (USFWS 1997). 			
MM 3.6.4	<p>Conduct Preconstruction Surveys for Northwestern Pond Turtle and, if Found, Implement Protection Measures. Before construction begins in suitable aquatic habitat, surveys for northwestern pond turtle shall be conducted by a qualified biologist. If no turtles are found, no further mitigation is required. If northwestern</p>	City Development Services.	Before ground-disturbing activities begin. Reports associated with compliance	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	pond turtles are found during field surveys, a qualified biologist shall move the turtles to the nearest undisturbed area of the drainage with suitable habitat.		with this shall be provided for documentation.	
MM 3.6.5	<p>Protect Swainson's Hawk Nesting and Foraging Habitat. Preconstruction surveys shall be conducted by a qualified biologist to identify active nests within 0.25 mile of the project area. To the extent feasible, guidelines provided in the <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley</i> (Technical Advisory Committee 2000) shall be followed. At a minimum, a survey shall be conducted in each month of April through June that passes before project activity commences. If project activity would commence prior to or more than 30 days after this survey period, a preconstruction survey shall be conducted within 15 days before the start of project activity.</p> <p>If no active nests are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFG and City Development Services - Planning, and no further mitigation is necessary.</p> <p>If active nests are found, impacts shall be avoided by establishment of appropriate buffers. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. CDFG guidelines recommend implementation of 0.25- or 0.5-mile buffers, but the size of the buffer may be adjusted if a qualified biologist and CDFG determine that project activity would not be likely to adversely affect the nest. Monitoring of the nest by a</p>	City Development Services and CDFG.	Before ground-disturbing activities begin. Reports associated with compliance with this shall be provided for documentation.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>qualified biologist may be required if the activity could adversely affect the nest.</p> <p>Because active nests have recently been documented within 5 miles of the project site, loss of foraging habitat shall be mitigated in accordance with the requirements of Chapter 16.130 of the Elk Grove Municipal Code in consultation with CDFG.</p>			
MM 3.6.6	<p>Conduct Focused Preconstruction Burrowing Owl Surveys and, If Found, Implement Protection Measures. Before construction begins, focused surveys for burrowing owls shall be conducted by a qualified biologist in areas of suitable habitat on and within 250 feet of the proposed project site. Surveys shall be conducted in accordance with CDFG protocol (CDFG 1995).</p> <p>If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to CDFG and City Development Services - Planning, and no further mitigation is required.</p> <p>If occupied burrows are found, impacts on them shall be avoided by establishing a buffer of 165 feet during the nonbreeding season (September 1 through January 31) or 250 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine that project activity would not be likely to have adverse effects. No project activity shall commence within the buffer area until a qualified</p>	City Development Services and CDFG.	<p>Before ground-disturbing activities begin.</p> <p>Reports associated with compliance with this shall be provided for documentation.</p>	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 6.5 acres of foraging habitat contiguous to the burrow shall be preserved until the breeding season is over.</p> <p>If impacts on occupied burrows are unavoidable, onsite passive relocation techniques approved by CDFG shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the California Burrowing Owl Consortium (1993), which range from 6.5 acres to 19.5 acres per pair.</p>			
MM 3.6.7	<p>Implement Raptor Nest Protection Measures. The following measures shall be implemented to protect active raptor nests:</p> <ul style="list-style-type: none"> • If project activity begins during the raptor nesting season (February 15 to September 15), preconstruction surveys shall be conducted in areas of suitable nesting habitat located within 500 feet of project vicinity. Surveys shall be conducted no more than 10 days before project activity begins. • If no active nests are found, no further mitigation shall be required. If active nests are 	City Development Services and CDFG.	Before ground-disturbing activities begin. Reports associated with compliance with this shall be provided for documentation.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	found, impacts shall be avoided by establishment of appropriate buffers. No project activity shall begin within the buffer area until a qualified biologist confirms that the nest is no longer active. CDFG guidelines recommend implementation of 500-foot buffers, but the size of the buffer may be adjusted if a qualified biologist and CDFG determine that project activity would not be likely to adversely affect the nest.			
MM 3.6.10	<p>Avoid Legenere Population, if Feasible, or Consult with CDFG and Implement Legenere Protection Measures. Before the beginning of any construction-related activities that could affect the large onsite vernal pool, the following measures shall be implemented to protect legenere:</p> <ul style="list-style-type: none"> • The population of legenere shall be avoided if feasible. It shall be clearly marked in the field by a qualified botanist for avoidance during construction activities. • If avoidance of legenere populations is not feasible, the City shall consult with CDFG. These consultations shall determine appropriate mitigation measures for any populations that would be affected by the implementation of the proposed project. Appropriate measures may include the creation of offsite populations through seed collection or transplanting, preservation and enhancement of existing populations, or restoration or creation of 	City Development Services and CDFG.	<p>Before ground-disturbing activities begin in vernal pool and other wetland habitats.</p> <p>Reports associated with compliance with this shall be provided for documentation.</p>	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	suitable habitat in sufficient quantities to compensate for the impact. The City shall implement all mitigation measures determined necessary during this consultation.			
MM 3.6.11	<p>Obtain Permits and Implement Protection and/or Mitigation Plans. The following measures shall be implemented to mitigate the loss of USACE jurisdictional waters of the United States:</p> <ul style="list-style-type: none"> • Authorization for fill of jurisdictional areas shall be secured from USACE via the §404 permitting process. • The acreage of jurisdictional habitat removed shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE regulations and Policy CAQ-9 of the City of Elk Grove General Plan. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE. It is possible that mitigation of impacts on vernal pool crustaceans (see MM 3.6.1) would partially or completely fulfill mitigation requirements for jurisdictional wetlands. • Measures to minimize erosion and runoff into wetlands shall be included in all drainage plans. Appropriate runoff controls such as berms, storm gates, detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of 	City Development Services, USACE, Central Valley RWQCB, and CDFG.	Before ground-disturbing activities begin. Reports associated with compliance with this shall be provided for documentation.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>pollutants (see Section 3.2, Hydrology, Drainage, and Water Quality).</p> <ul style="list-style-type: none"> Section 401 water quality certification from the Central Valley RWQCB and a §1601 Streambed Alteration Agreement from CDFG shall be obtained if necessary. 			
MM 3.6.12	<p>Inventory Trees and Implement Oak Tree Protection Measures. All trees greater than 6 inches dbh shall be inventoried to determine size, species, biological value, and health of the tree, and whether the tree will be removed or protected. A landscaping plan that includes an inventory of trees onsite, a list of trees that shall be considered generally exempt from preservation, and a list of possible replacement trees shall be submitted to and approved by the City. Large trees of all species shall be retained to the extent possible.</p> <p>Avoided oak trees within and adjacent to the project study area shall be fenced 5 feet beyond the dripline of each tree to minimize disturbance to the trees and their root zones. Fences shall be maintained until all project activities are complete. No grading, trenching, or movement of heavy equipment shall occur within fenced areas.</p> <p>Removal of some oak trees and other protected trees cannot be avoided. In addition, construction impacts are likely to occur on the protected buffer around some of the trees that will not be removed (i.e., the dripline and 5 feet beyond). Fencing shall be installed</p>	City Development Services and CDFG.	Before and during ground-disturbing activities.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	to protect the remaining portion within the dripline where activity would not occur, and any other requirements of the permit shall be permitted. Offsite mitigation or payment of an in-lieu fee shall be determined in accordance with the City's Tree Preservation Ordinance.			
CULTURAL RESOURCES				
MM 3.7.1	<p>Monitor Construction, and Stop Work if Cultural Resources Are Discovered During Ground-Disturbing Activities. If prehistoric or historic cultural resources are inadvertently discovered during any ground-disturbing activities, all work shall stop immediately in that area and the City shall be notified of the discovery. No work shall be done in the area of the find and within 100 feet of the find until a professional archaeologist can determine whether the resource(s) is significant.</p> <p>If necessary, the archaeologist shall develop mitigation measures consistent with the State CEQA Guidelines in consultation with the appropriate state agency and, if applicable, a representative from the NAHC list. A mitigation plan shall be submitted to the City for approval; mitigation in accordance with this plan shall be implemented before any work is done in the area of the resource find.</p>	City Development Services.	Included in construction contracts and implemented during all construction phases of the proposed project.	
MM 3.7.2	<p>Stop Work if Human Remains Are Uncovered During Construction, Report the Find to the NAHC, and Ensure Appropriate Management. California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native</p>	City Development Services.	During construction activities.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	<p>American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code §7050.5 and §7052 and PRC §5097.</p> <p>The City shall ensure that construction documents include specifications in accordance with the California Health and Safety Code, stating that if human remains are uncovered during construction at the project site, the construction contractor shall immediately halt excavation and notify the NAHC or the NAHC's designated representative. The NAHC shall immediately notify the County Coroner. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code §7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code §7050[c]). The responsibilities of the NAHC for acting upon notification of a discovery of Native American human remains are identified in PRC §5097.9. The City shall cooperate with the NAHC and implement the management measures identified by the NAHC as required by law.</p>			
HAZARDS/TOXIC AND HAZARDOUS WASTES				
MM 3.8.1a	Conduct Asbestos Investigation on Structures Planned for Demolition and Remove any Identified Asbestos. Before demolition and removal of any structures the	City Development Services, SMAQMD and Caltrans.	Before demolition activities.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	project study area, including the existing overpass, the City shall notify the SMAQMD under the National Emission Standards for Hazardous Air Pollutants and shall have a qualified consultant investigate these structures for the presence of asbestos materials that could become friable or mobile during demolition and removal activities. If asbestos materials are found, the materials shall be removed by an accredited inspector in accordance with EPA, Cal-OSHA, and SMAQMD standards, and shall be properly disposed of at an appropriate offsite disposal facility. Requirements may include preparation and implementation of an asbestos mitigation plan to control fugitive dust emissions that could contain asbestos fibers or lead particulates.			
MM 3.8.1b	Conduct Soil Lead Testing and, if Aerially Deposited Lead Is Identified, Remove Soil. Before excavation, transportation, or removal of any soil within the project study area, the City shall have a qualified consultant investigate onsite soils for the presence of ADL that could become mobile during excavation, transportation, or removal activities. If ADL-contaminated soil is found, the soil shall be removed by an accredited inspector in accordance with EPA, Cal-OSHA, SMAQMD, and Caltrans standards, and shall be properly disposed of at an appropriate offsite disposal facility. Caltrans handling procedures for material with ADL include avoiding release of visible dust, use of caution to prevent spillage, and monitoring of air quality during excavation.	City Development Services and Caltrans.	Before grading activities.	
MM 3.8.3	Prepare and Implement Construction Management Plan. To minimize potential conflicts between	City Development Services, Elk Grove CSD Fire	Prior to and throughout the	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	construction activity and through traffic, particularly in the area of the Suburban Propane and Georgia-Pacific Resins facilities, the City shall require that the construction contractor develop and implement a construction traffic control plan. The plan shall identify all traffic control measures, signs, and delineators that will be implemented by the construction contractor during the period of demolition and construction activity to ensure that safe and efficient access is maintained and the risk of accidents involving trucks from these facilities is minimized.	Department, Elk Grove Police Department, County Sheriff's Department, and Caltrans.	construction period.	
MM 3.8.5a	Stop Construction and Conduct Onsite Assessment if Contaminated Soil and/or Groundwater Are Encountered During Construction and, if Risk Is Identified, Prepare and Implement a Remediation Plan. The City shall require construction specifications that, if contaminated soil and/or groundwater are encountered during excavation or grading, the construction contractor shall stop work in the area immediately and contact the City and HMD. The City shall hire an environmental hazardous materials professional to conduct an onsite assessment. If the materials are determined to pose a risk to the public or construction workers, the construction contractor shall prepare and submit a remediation plan to HMD and shall comply with all federal, state, and local laws. Soil remediation methods could include excavation and onsite treatment, excavation and offsite treatment or disposal, and/or treatment without excavation. Remediation alternatives for cleanup of contaminated groundwater could include in-situ treatment, extraction and onsite treatment, or extraction and offsite	City Development Services and County HMD.	Throughout ground-disturbing activities and included in construction contracts.	

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Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	treatment and/or disposal. Construction shall be modified or postponed to ensure that construction will not inhibit remediation activities and will not expose the public or construction workers to hazardous conditions.			
MM 3.8.5b	Coordinate with the Appropriate Agencies to Obtain Permits and Conduct Remediation if Contamination Is Detected. Permits from HMD shall be required for removal of USTs and associated contamination (if it exists). While no contamination is known to exist at the proposed project site, it is possible that contamination could occur in the time before USTs are removed, which could delay construction of the proposed project. If contamination is detected during UST removal activities, investigation and remediation shall occur in accordance with local, state, and federal laws.	<i>City Development Services and County HMD.</i>	<i>Prior to completion of project construction.</i>	
PUBLIC SERVICES AND UTILITIES				
MM 3.9.1a	Provide 24-Hour Notice to Emergency Service Agencies of Any Temporary Mainline or Ramp Closures. The construction contractor shall provide 24-hour advance notice of any temporary mainline or ramp closures to the County Sheriff's Department and the Elk Grove CSD Fire Department.	<i>City Development Services, Elk Grove Police Department, Elk Grove CSD Fire Department, and County Sheriff's Department.</i>	<i>This requirement shall be included in the construction contracts and 24-hour notice of closures shall be provided.</i>	
MM 3.9.1b	Develop Construction Traffic Control Plan. To minimize potential conflicts between construction activity and through traffic, the construction contractor shall develop and implement a construction traffic control	<i>City Development Services, Elk Grove Police Department, County Sheriff's Department, and</i>	<i>Before and during ground-disturbing activities.</i>	

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	plan. The plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor during the period of demolition and construction activity. Construction traffic shall be controlled in accordance with the Caltrans Traffic Manual and City standards.	Caltrans.		
MM 3.9.1c	<p>Install Traffic Pre-emption Devices on All Traffic Signalization Devices. An additional request has been made by the Elk Grove CSD Fire Department to provide traffic signalizing devices with traffic pre-emption devices (OPTICOM) to further enhance access during times of fire emergencies. Although no significant impact has been identified, this request has been incorporated as further mitigation.</p> <p>All new required traffic signalizing devices shall be provided with traffic pre-emption devices (OPTICOM) approved by the Elk Grove CSD Fire Department. These devices shall be installed in the signals at no cost to the CSD and must be designed on the civil engineering plans. The corresponding equipment for the Elk Grove CSD Fire Department vehicles would be the responsibility of the fire department.</p>	City Development Services and Elk Grove CSD Fire Department.	Installation as part of traffic signal improvements.	
MM 3.9.3	<p>Notify and Coordinate With Affected Utility Service Providers. Coordination with affected utility providers shall be required as part of the proposed project. The City shall specify in the construction contract that service providers shall be notified in advance of all service interruptions, allowing sufficient time to notify residences and businesses in the project study area. To reduce the inconvenience to these residences and businesses, the timing and duration of service interruptions shall also be coordinated with the service</p>	City Development Services and utility service providers.	Prior to construction activities.	

GRANT LINE ROAD/STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

Proposed Mitigation	Summary of Measure	Monitoring Responsibility	Timing	City Verification (Date and Initials)
	providers.			

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
TO APPROVE THE GREEN ALTERNATIVE FOR THE GRANT LINE ROAD/
STATE ROUTE 99 INTERCHANGE RECONSTRUCTION PROJECT AS THE
RECOMMENDED ALTERNATIVE TO CARRY FORWARD INTO FINAL DESIGN**

WHEREAS, the City of Elk Grove acknowledges that the existing Grant Line Road/State Route 99 Interchange was built in 1958 that was intended to serve low-volume rural conditions and no longer meets current design standards for interchanges in urban areas; and

WHEREAS, the City of Elk Grove began preliminary planning of the improvement of the Grant Line Road/State Route 99 Interchange upon incorporation in 2000; and

WHEREAS, the City of Elk Grove has been working cooperatively with Caltrans on the proper design of the interchange to accommodate existing and future traffic conditions for City-wide and regional growth in traffic volumes; and

WHEREAS, the City of Elk Grove has solicited public and affected property owner comment and input in the consideration of the design of the project through public meetings before the City of Elk Grove Planning Commission; and

WHEREAS, the City Council of the City of Elk Grove reviewed all evidence presented both orally and in writing and intends to select an alternative design for the interchange.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Elk Grove as follows:

The City Council approves the Green Alternative for the Grant Line Road/State Route 99 Interchange Reconstruction Project for final design.

PASSED AND ADOPTED by the City Council of the City of Elk Grove on this 7th day of April 2004.

SOPHIA SCHERMAN, MAYOR of the
CITY OF ELK GROVE

ATTEST:

APPROVED AS TO FORM:

PEGGY E. JACKSON, CITY CLERK

ANTHONY B. MANZANETTI,
CITY ATTORNEY