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**DEPARTMENT OF
PUBLIC WORKS**

ENGINEERING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

December 15, 1992

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ROOM 200
SACRAMENTO, CA
95814-2700

PH 916-264-7120
FAX 916-264-7903

City Council
Sacramento, California

CONSTRUCTION SECTION
640 BERCUT DRIVE
SUITE B
SACRAMENTO, CA
95814-0131

Honorable Members in Session:

PH 916-264-5282
FAX 916-264-7276

SUBJECT: COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE AT STATE ROUTE 99 (PN:TJ86) - CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT; ADOPTION OF THE MITIGATION REPORTING PLAN AND PROJECT APPROVAL

LOCATION/COUNCIL DISTRICT The proposed Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange project is located approximately one (1) mile south of the Mack Road interchange. The project is located in Council District No. 8.

SUMMARY

This report requests that City Council approve the following:

- 1) The EIR as having been prepared in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Sacramento CEQA Guidelines.
- 2) The Mitigation Reporting Plan, Findings of Fact, and Statement of Overriding Considerations and authorization to proceed with project design, right-of-way acquisition and construction.

The proposed project will construct an interchange at State Route 99 connecting the City's Cosumnes River Boulevard with the County's Calvine Road. The project will also construct a six (6) lane road westerly from Power Inn Road and easterly from Bruceville Road to the interchange. It is a joint City/County 100% Measure A (Transportation Sales Tax) funded project and is consistent with the City's General Plan and the South Sacramento Community Plan. Implementation of the project would provide overcrossings of State Route 99 at one mile intervals along State Route 99 and provide an east-west road link between the City and County of Sacramento. The project will improve traffic circulation and alleviate traffic congestion within the South Sacramento Community.

City Council
Cosumnes River Boulevard/Calvine Road Interchange (PN:TJ86)
December 15, 1992

This report, together with the attached resolutions, will be forwarded to the County Board of Supervisors for adoption in January 1993.

The subject EIR evaluates environmental impacts associated with the construction of the partial cloverleaf interchange and six (6) lane road as proposed.

STAFF RECOMMENDATION

This report recommends that the City Council adopt the attached resolutions as described below:

- 1) Resolution certifying the Final EIR, adopting CEQA Statement of Findings of Facts and Statement of Overriding Considerations, and approving the Proposed project for design, right-of-way acquisition and construction.
- 2) Resolution adopting the Mitigation Reporting Plan.

BACKGROUND

This project is a high priority City/County Transportation Sales Tax (Measure A) project.

On November 4, 1981, the City Council adopted Resolution No. 81-798 which adopted a Program EIR for the Route 148 Arterial Project (subsequently renamed Cosumnes River Boulevard). The Route 148 Project was to be a State funded east-west road project which included interchanges at Interstate 5 and State Route 99. The project was subsequently dropped due to lack of funds and the State relinquished the rights to build the road to the City at the City's request.

Cosumnes River Blvd

With the passage of Measure A, funds became available for Cosumnes River Boulevard. In 1992, the City constructed the initial two-lane portion of Cosumnes River Boulevard between Center Parkway and Bruceville Road. It is anticipated that the two-lane portion of Cosumnes River Boulevard between Franklin Boulevard and Center Parkway will be constructed in 1993 or 1994. It is anticipated that the construction of Cosumnes River Boulevard westerly from Franklin Boulevard to Interstate 5 will occur beyond ten (10) years. Widening of the two-lane roadway between Franklin Boulevard and Bruceville Road will occur when traffic demand increases.

City Council
Cosumnes River Boulevard/Calvine Road Interchange (PN:TJ86)
December 15, 1992

The project is consistent with the City of Sacramento General Plan and the South Sacramento Community Plan and will support the General Plan goal of creating a safe, efficient transportation network for the movement of people and goods and providing a transportation network which serves both the City and region. Implementation of the project is authorized and funded under Measure A.

Interchange

In 1991, the City/County hired a consultant to prepare a preliminary design for the interchange which would accommodate projected traffic volumes and meet the circulation needs of the South Area. Issues which were addressed during preliminary design included access to existing parcels, alignment of future light rail, right-of-way acquisition needs, and drainage conveyance through the interchange. Regional Transit has agreed to cross State Route 99 on a separate light rail structure south of the interchange and will prepare a separate environmental document and construction drawings and perform separate right-of-way acquisition proceedings at a later date.

Within the City limits, several vacant parcels abut existing Duluth Avenue (Cosumnes River College Boulevard) between Bruceville Road and State Route 99. This project will realign the roadway north of Duluth Avenue and prohibit driveways onto the new roadway. In the after-project condition, all privately owned parcels will retain access onto an existing public road except for the "Strawberry Center" parcel. Staff has evaluated several alternatives for providing access to the parcel in the after-project condition. The project, as described in the EIR, includes the extension of West Stockton Boulevard across City property to provide access to the "Strawberry Center" parcel.

The City/County have selected a consultant to prepare plans, specifications, and estimates for the project. It is anticipated that the consultant will complete design in 1993 and that construction will proceed shortly thereafter, pending allocation of sufficient funding.

SMUD has expressed a concern that the project's impact on their facilities is significant. The Public Works Department will coordinate closely with SMUD during project design to resolve project related electrical facility planning and relocation issues.

This report, together with the resolutions, will be forwarded to the County Board of Supervisors for adoption in January 1993.

Environmental Determination

An Environmental Impact Report (EIR) was prepared for the preliminary design of the Cosumnes River Boulevard/Calvine Road Interchange project. The project studied in the EIR is a freeway interchange in the south area of Sacramento that will connect Cosumnes River Boulevard, Calvine Road, and State Route 99. The proposed project is a partial clover interchange which includes a bridge structure over State Route 99, on- and off ramps for north and south bound State Route 99, an extension of Calvine Road from the intersection of Power Inn Road to the proposed interchange, an extension of Cosumnes River Boulevard for Bruceville Road to the proposed interchange, improvements to Strawberry Creek, and a Caltrans Park-n-Ride lot.

City Council
Cosumnes River Boulevard/Calvine Road Interchange (PN:TJ86)
December 15, 1992

The Cosumnes River Boulevard/Calvine Road Interchange EIR found that the development of the proposed project would result in twelve significant impacts that could not be mitigated below a level of significance. These impacts are:

- Some intersections will exceed the City of Sacramento's LOS C threshold at the time of construction.
- Some intersections will exceed the City of Sacramento's LOS C threshold in the longrange/cumulative scenario.
- Project construction may close Duluth Avenue on-and-off ramps for 1 to 1.5 years.
- Project construction may result in an alteration or loss of wetland habitat.
- Project construction may result in loss of potential habitat for the Swainson's Hawk.
- Project construction may result in the loss of potential Northwestern Pond Turtle habitat.
- Project construction may result in the loss of Giant Garter Snake habitat.
- Project construction may result in the loss of status shrimp species.
- Project construction, in conjunction with the development of the region, may result in the cumulative loss of wetland habitat.
- Project construction, in conjunction with the development of the region may result in the cumulative loss of potential Swainson's Hawk habitat.
- Operation of the project construction, in conjunction with the buildout of the South Sacramento region, will result in an increase number of vehicles in the area.
- Project construction will result in additional stormwater runoff from new i previous surfaces.

A complete description of the impacts are identified in Attachment A along with mitigation measures that will be undertaken to reduce these impacts.

FINANCIAL CONSIDERATIONS

The project will be 100% funded by City and County Measure A (Transportation Sales Tax) funds.

City Council
Cosumnes River Boulevard/Calvine Road Interchange (PN:TJ86)
December 15, 1992

POLICY CONSIDERATIONS

Construction of the proposed interchange conforms to the City General Plan and South Sacramento Community Plan.

MBE/WBE

Not applicable as no goods or services are being obtained by this action.

Respectfully submitted,



THOMAS M. FINLEY
Engineering Division Manager

RECOMMENDATION APPROVED:



WALTER J. SLIPE
City Manager

APPROVED:



JOHN E. MEDINA
Director of Public Works

Contact Person:

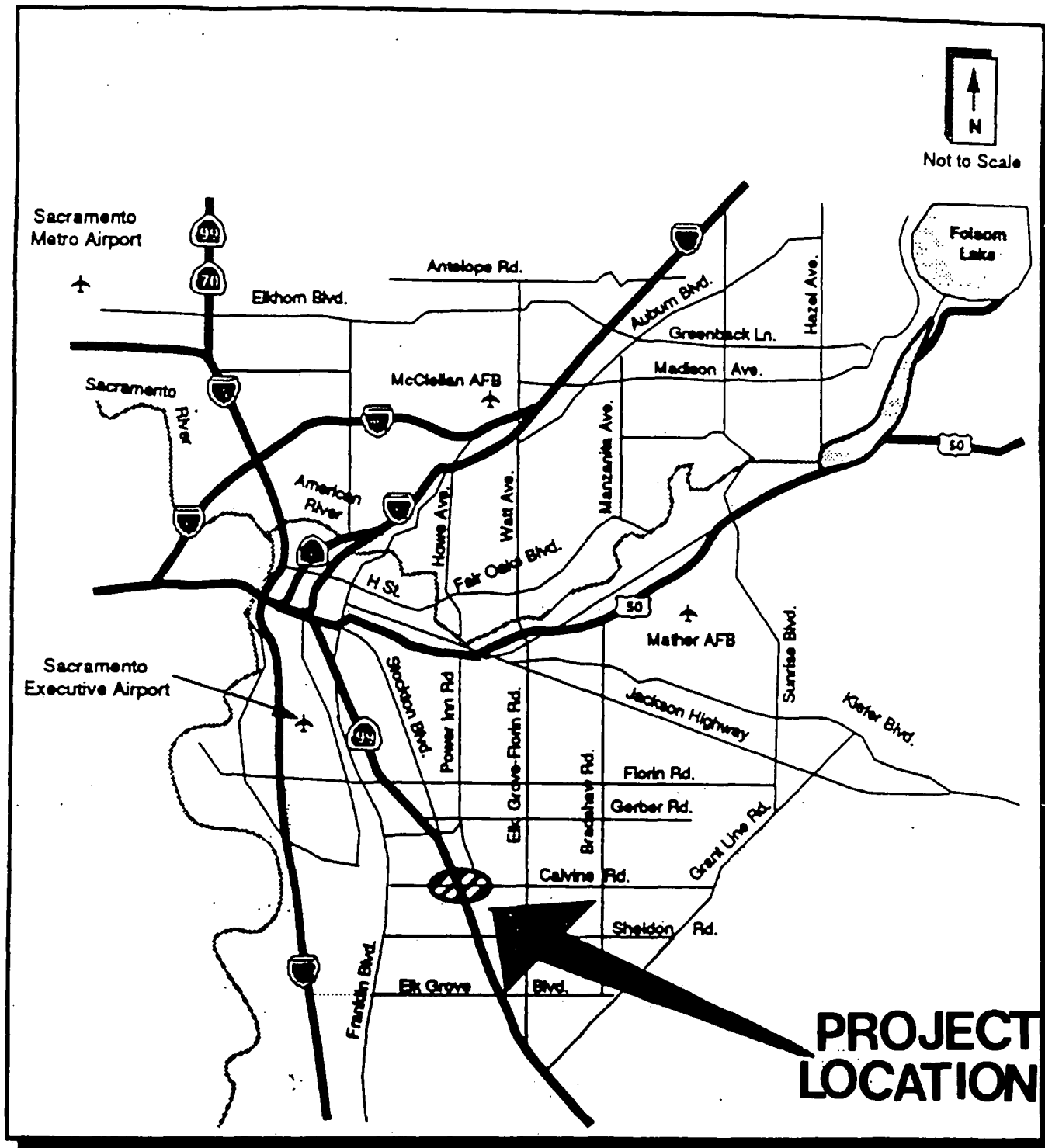
N. Dee Lewis
Supervising Engineer
264-7130

For Council Meeting of:

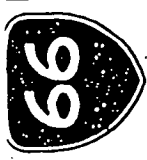
December 15, 1992

TM:kj:jw
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12.0492

Attachments



<p>COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE</p> <p>PROJECT VICINITY</p> <p>EXHIBIT 3.0-1</p>	<p>CITY OF SACRAMENTO</p> <p>DEPARTMENT OF PLANNING AND DEVELOPMENT</p> <p>ENVIRONMENTAL SERVICES DIVISION</p>
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SR 99 INTERCHANGING STUDY
City of Cosumnes
County of Sacramento
Department of Transportation
Highway Division
Planning & Design Section
1117 Capitol Mall, Sacramento, CA 95833

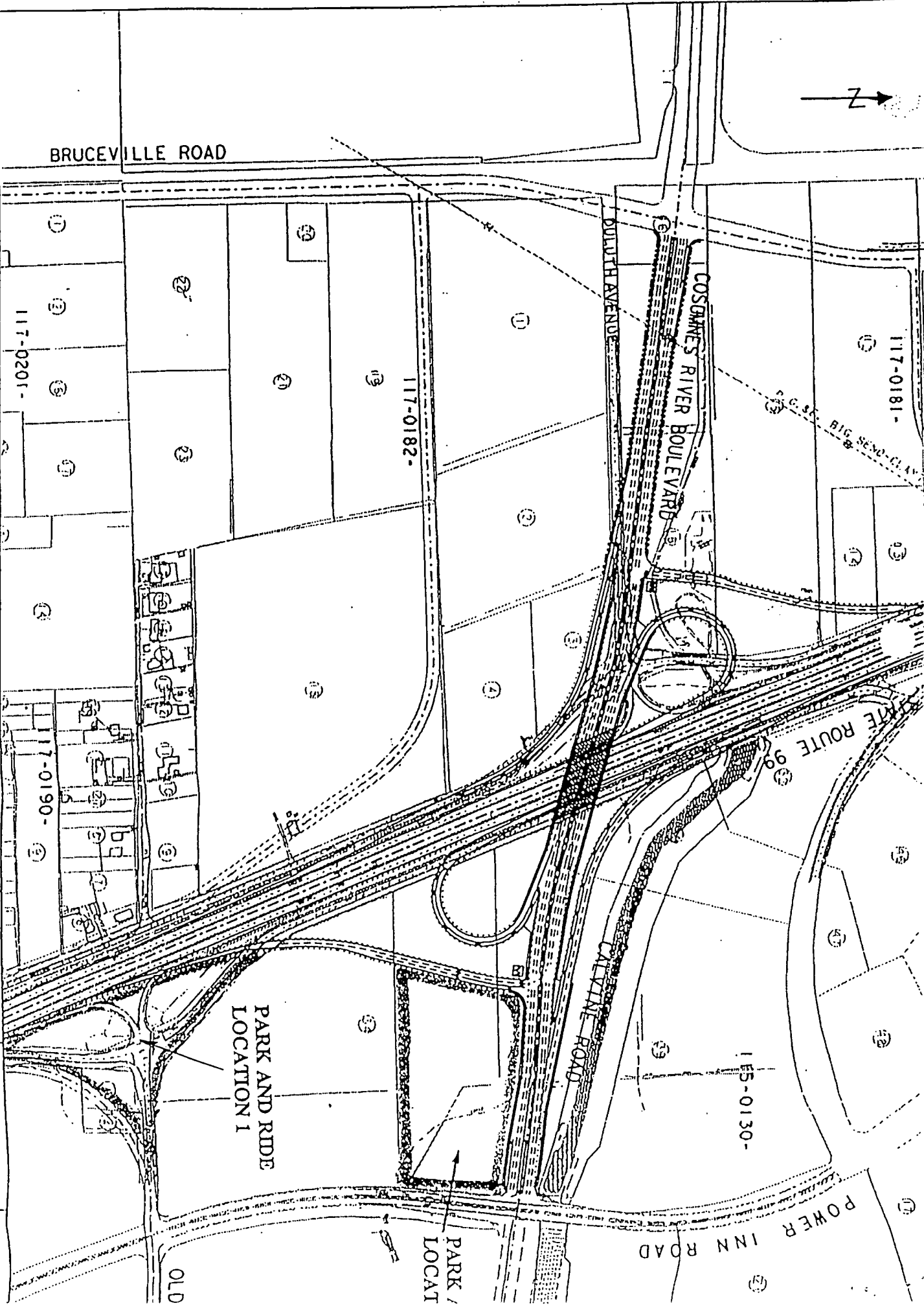
-jlk & Associates



SCHEMATIC
Not for Construction Use
DATE: 2/24/92

DESIGNED BY
CHECKED BY
PROJ. ENGR.
DI ST. ADV.

COSUMNES
CALYII
PR



RESOLUTION NO. 92-917

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

APPROVED
BY THE CITY COUNCIL
DEC 15 1992
OFFICE OF THE
CITY CLERK

**RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT,
ADOPTING CEQA STATEMENT OF FINDINGS OF FACTS AND STATEMENT OF
OVERRIDING CONSIDERATIONS, AND APPROVING THE COSUMNES RIVER
BOULEVARD/CALVINE ROAD AT STATE ROUTE 99 INTERCHANGE PROJECT
(PN:TJ86)**

WHEREAS, the City of Sacramento has determined the need for the Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange project, and

WHEREAS, the City of Sacramento has conducted an environmental study of the above-referenced project documented in the document entitled "Cosumnes River Boulevard/Calvine Road Interchange Final EIR" (hereinafter EIR), and

WHEREAS, the City Council has considered the information contained in the Final Environmental Impact Report for the Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange project, including all comments and the associated responses.

IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The City Council hereby finds that the EIR for the Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange project is adequate in documenting the environmental effects which may occur as a result of implementing the project, and certifies that the EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City of Sacramento Environmental Procedures and that is has reviewed and considered the information contained in the EIR.
2. The attached document entitled "CEQA Statement of Findings of Facts and Statement of Overriding Considerations for Cosumnes River Boulevard/Calvine Road Interchange Final EIR" are hereby adopted and incorporated by this reference as though fully set forth herein.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

3. The proposed project is hereby approved for design, right-of-way acquisition, and construction.

MAYOR

ATTEST:

CITY CLERK

TM:kj
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12.0492

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

92.918

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SACRAMENTO ADOPTING THE MITIGATION REPORTING PLAN
FOR THE PROPOSED COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
AT STATE ROUTE 99
(PN:TJ86)**

WHEREAS, the City Council has certified the Cosumnes River Boulevard/Calvine Road Interchange Final EIR and approved the Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange project,

WHEREAS, a Mitigation Reporting Plan has been prepared which is designed to ensure compliance with the mitigation measures incorporated into the Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange project, which is attached hereto and hereby incorporated by reference.

IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

The City Council hereby adopts the "Mitigation Reporting Plan for the Cosumnes River Boulevard/Calvine Road at State Route 99 Interchange Project."

MAYOR

ATTEST:

CITY CLERK

TM:kj
ED1-09.J
12.0492

APPROVED
BY THE CITY COUNCIL

DEC 15 1992

OFFICE OF THE
CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

DISCUSSION OF SIGNIFICANT IMPACTS

1. Some intersections that will be constructed or modified as a requirement of the proposed project will exceed the City of Sacramento's LOS C threshold at the time of project construction.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. The City shall install a full signalized intersection at Cosumnes River Boulevard and Bruceville Road.
2. Auxiliary lanes may be added to the freeway ramps to handle excess capacity.

2. Some intersections that will be constructed or modified as a requirement of the proposed project will exceed the City of Sacramento's LOS C threshold in the long-range/cumulative scenario.

The mitigation measure identified in the Cosumnes River Boulevard/Calvine Road Interchange Draft Environmental Impact Report for the above impact is not currently feasible. The mitigation for future traffic conditions includes the construction of an urban interchange at the intersection of Calvine Road and Power Inn Road. The feasibility of an urban interchange at this location shall be analyzed by the County of Sacramento Department of Public Works.

3. The construction of the proposed project may result in the closure of the existing Duluth Avenue on- and off-ramps for approximately 1 to 1.5 years. This closure would shift existing trips from Duluth Avenue to the Mack Road Interchange and the Sheldon Road Interchange. The City will, to the extent feasible, keep the ramps open during project construction.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. If ramp closure is required, the City shall install proper signing indicating the closure of the ramps. This includes posting signs in advance of the closure and preparing adequate notification for motorists.

4. The construction of the proposed project may result in an alteration or loss of wetland habitat.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. The City of Sacramento shall avoid impacts to wetlands to the extent feasible during the development of the final engineering and design plans.
 2. The City shall offset the loss of any wetlands through the conditions established in the Corps 404 permit process.
5. The construction of the proposed project may result in the loss of potential habitat for the Swainson's Hawk.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. The City of Sacramento shall retain a CDFG approved biologist to periodically inspect the trees on the project site for Swainson's Hawk nests. If nests are found, the biologist shall monitor the nests to determine if the construction of the project is impacting the nesting activities of the individual hawk.
 2. The City of Sacramento shall establish and participate in a fee mechanism where a fair share of any lawful fees or assessments designed to address Swainson's Hawk foraging habitat mitigation shall be collected.
6. The construction of the proposed project may result in the loss of potential Northwestern Pond Turtle habitat.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. Prior to the initiation of the project construction activities, a CDFG approved biologist shall be retained by the City of Sacramento to locate any Northwestern Pond Turtles in Strawberry Creek and within 300 feet of the creek channel that may be hibernating between November and February. The biologist shall also be present on the project site during the construction of the project to periodically (every two weeks) inspect this same area between March and August for the presence of the species while active. If the species is identified, the biologist shall attempt to relocate the species to an area not affected by the construction of the proposed project. This relocation effort shall be accomplished through consultation with CDFG and USFWS. Following the relocation efforts, a barrier or other CDFG or USFWS approved measure shall be provided to prevent the movement of turtles into the project area.
7. The construction of the proposed project may result in the loss of Giant Garter Snake habitat.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. Waterways (Strawberry Creek and improved drainage facilities) that are impacted by construction activities should be replaced either on-site or off-site. It is recommended that new stream channels should be no steeper than 2:1 slopes and have widths of at least 15 feet. Cattails and other wetland vegetation should be planted along the banks of new waterways to speed the revegetation process, creating a band of emergent vegetation at least two feet in width on each bank.

Waterways to be replaced should first be allowed to dry out slowly, so that any Giant Garter Snakes present can seek out replacement waterways before the drainages are disturbed. After the waterways are empty for a period of 15 days, a DFG approved biologist should be present to capture any remaining Giant Garter Snakes and move them to other waterways. Construction activities may occur in the waterways after the waterway have been allowed to dry for 15 consecutive days and any Giant Garter Snakes found within the affected waterways are relocated.

8. The construction of the proposed project may result in the loss of special status shrimp species.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. The City of Sacramento shall retain a CDFG approved biologist to monitor the construction of the proposed project. The biologist shall be responsible for "vacuum mowing" and removing of a layer of top soil for any vernal pools which will be impacted by the construction of the project. The "vacuum mowing" shall occur during the dry season.
2. The City of Sacramento shall ensure that the materials collected from the "vacuum mowing" and the topsoil scraping shall be stored and eventually inoculated into new vernal pools.

9. The construction of the proposed project in conjunction with the development of the region may result in the cumulative loss of wetland habitat.

No specific mitigation measure was identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR to reduce the magnitude of this impact.

10. The construction of the proposed project in conjunction with the development of the region may result in the cumulative loss of potential Swainson's Hawk habitat.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. The City of Sacramento shall establish and participate in a fee mechanism where a fair share of any lawful fees or assessments designed to address Swainson's Hawk foraging habitat mitigation shall be collected.
11. The operation of the proposed project in conjunction with the buildout of the South Sacramento region will result in an increase number of vehicles on the roadway network in the project vicinity. This will result in an increase in traffic noise to the properties adjacent to the proposed project.

The mitigation measure identified in the Cosumnes River Boulevard/Calvine Road Interchange Draft Environmental Impact Report for the above impact is not currently feasible. The mitigation for noise impacts associated with the operation of the interchange along with the buildout of the region includes the construction of sound walls along Power Inn Road and Calvine Road. The construction of new sound walls is not currently feasible because they will conflict with the right-of-way of both the proposed at-grade intersection and the potential urban interchange at Calvine Road and Power Inn Road.

12. The construction of the proposed project will result in additional stormwater runoff from new impervious surfaces.

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant.

1. The City of Sacramento Department of Public Works shall implement the design criteria required by Caltrans that lessen the impact of increased stormwater runoff from new impervious surfaces.
2. The Department of Public Works shall analyze the feasibility of the placement of a detention basin in the project area.

**CEQA STATEMENT OF FINDINGS OF FACTS
AND
STATEMENT OF OVERRIDING CONSIDERATIONS**

FOR

COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE EIR

(State Clearinghouse Number 92022048)

Prepared By:

**City of Sacramento
Department of Planning and Development
Environmental Services Division
November 17, 1992**

**CEQA STATEMENT OF FINDINGS AND FACTS AND STATEMENT OF
OVERRIDING CONSIDERATIONS**

I. CERTIFICATION OF THE FINAL EIR

Facts in Support of Findings

- A. The City of Sacramento caused an Environmental Impact Report ("EIR") on the Cosumnes River Boulevard/Calvine Road Interchange project to be prepared pursuant to the California Environmental Quality Act, Public Resources Code, Section 21000 et seq. (CEQA), the CEQA Guidelines, Code of California Regulations, Title XIV, Section 15000 et seq., and the City of Sacramento Environmental Guidelines.
- B. A Notice of Preparation (NOP) of the draft EIR was filed by the City of Sacramento with the State Clearinghouse at the Office of Planning and Research. The State Clearinghouse assigned Clearinghouse Number 92022048 to the project at that time. The NOP comment period for State agencies started on February 18, 1992 and ended on March 20, 1992.
- C. A Notice of Preparation (NOP) was distributed by the City of Sacramento to all responsible and trustee agencies, and interested groups, organizations, and individuals on February 18, 1992. The City accepted public comments on the NOP from February 18, 1992 to March 20, 1992.
- D. Copies of the Cosumnes River Boulevard/Calvine Road Interchange Draft EIR were distributed by the City of Sacramento to the State Clearinghouse, to those public agencies which have jurisdiction by law with respect to the project, and to other interested parties and agencies. A public review period for the Cosumnes River Boulevard/Calvine Road Interchange Draft EIR began on September 2, 1992 and concluded on October 16, 1992.
- E. The Cosumnes River Boulevard/Calvine Road Interchange Draft EIR was then supplemented to incorporate the comments received during the public review period and the City's responses to those comments. As so revised, the Cosumnes River Boulevard/Calvine Road Interchange Final EIR, was prepared and released to the public on November 4, 1992.
- G. The following information is incorporated by reference and made part of the record supporting these findings:
 - 1. The Cosumnes River Boulevard/Calvine Road Interchange Draft EIR, Final EIR, and all documents relied upon or incorporated by reference

therein;

2. The Mitigation Reporting Plan dated November 10, 1992;
3. Testimony, documentary evidence, and all correspondence submitted or delivered to the City relating to this project or the EIR;
4. All staff reports, memoranda, maps, letters, minutes of meetings, and other documents relied upon or prepared by City staff relating to the project including but not limited to City of Sacramento General Plan and the draft and final Environmental Impact Report for the City of Sacramento General Plan Update.

Findings

- A. Following notice duly and regularly given as required by law, and all interested parties expressing a desire to comment thereon or object thereto having been heard, the Cosumnes River Boulevard/Calvine Road Interchange Final EIR and comments and responses thereto having been considered, the City Council makes the following determinations:
 1. The Cosumnes River Boulevard/Calvine Road Interchange Final EIR was prepared and completed in compliance with CEQA.
 2. The Cosumnes River Boulevard/Calvine Road Interchange Final EIR has been presented to the City Council who reviewed and considered the information therein prior to acting on the Cosumnes River Boulevard/Calvine Road Interchange proposal.
 3. The Cosumnes River Boulevard/Calvine Road Interchange EIR reflects the independent judgement of the lead agency (California Environmental Quality Act, section 21082.1(c)(3)).

II. FINDINGS AND STATEMENT OF FACTS SUPPORTING THE FINDINGS

The Environmental Impact Report for the Cosumnes River Boulevard/Calvine Road Interchange project, prepared in compliance with the California Environmental Quality Act, evaluates the potentially significant and significant adverse environmental impacts which could result from adoption of the project or alternatives to the project.

Because the EIR indicates that the implementation of the project (or project alternatives) would result in certain unavoidable adverse impacts, the City is required under CEQA, and the State and City guidelines adopted pursuant thereto, to make certain findings with respect to these impacts. The required findings appear in the following section of this document. This document

lists all identified potentially significant and significant impacts of the project. The potentially significant or significant impacts that cannot be mitigated to a less-than-significant level are considered acceptable by the City Council based on a determination that the benefits of the project (listed in the Statement of Overriding Considerations, Section IV) outweigh the risk of the potentially significant environmental effect of the project.

A. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED

Finding - As authorized by Public Resources Code Section 21081 and Title 14, California Administrative Code Sections 15091, 15092, and 15093, the City finds that changes or alterations have been required in, or incorporated into, the Cosumnes River Boulevard/Calvine Road Interchange project which mitigate or avoid the significant environmental impacts listed below as identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR.

These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

1. **BIOLOGICAL RESOURCES - Impact 5.6-3 Tree Resources (DEIR, p. 5.6-23)**

a. Significant Impact

The proposed project will result in the loss of tree resources.

b. Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

1. The City of Sacramento shall protect any trees not designated for removal during the construction of the project.
2. The City of Sacramento shall comply with the replacement guidelines for any trees which are removed or destroyed.

2. **BIOLOGICAL RESOURCES - Impact 5.6-4 Species of Special Concern (Special-Status Herbs) (DEIR, p. 5.6-25)**

a. Significant Impact

The proposed project may result in the loss of special-status herbs.

b. Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

1. Prior to the initiation of the project construction activities, a CDFG approved biologist shall be retained by the City of Sacramento to locate the presence of any Sanford's Arrowhead in the area of Strawberry Creek near the Bruceville Road bridge. The biologist shall also be present on the project site from May through June during the construction period to periodically (every two weeks) inspect this same area of Strawberry Creek for the presence of the species. If the species is identified within the creek, the biologist shall establish a buffer area along the edge of the creek to protect the species from any construction vehicles or workers. The description of the proposed project does not include any construction activities within this area of Strawberry Creek; therefore, this mitigation is not anticipated to disrupt the construction of the proposed interchange.

3. **BIOLOGICAL RESOURCES - Impact 5.6-8 Species of Special Concern (Tricolored Blackbird) (DEIR, p. 5.6-28)**

a. Significant Impact

The proposed project may impact the Tricolored Blackbird if they nest in the project area during project construction.

b. Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

1. Prior to the initiation of the project construction activities, a CDFG approved biologist shall be retained by the City of Sacramento. The biologist shall be present on the project site between April and August during construction to periodically (every two weeks) inspect the area of Strawberry Creek east of S.R. 99 for the presence of Tricolored Blackbird nests. If nests are identified within this area of Strawberry Creek, the biologist shall establish a buffer area along the edge of the creek to protect the nests from any construction vehicles or workers. The description of the proposed project does not include any construction activities within this area of Strawberry Creek; therefore, this mitigation is not anticipated to disrupt the construction of the proposed interchange.

4. BIOLOGICAL RESOURCES - Impact 5.6-9 Disturbance of Cliff Swallow Nesting Habitat (DEIR, p. 5.6-29)

a. Significant Impact

The proposed project may result in the disturbance/destruction of cliff swallow nesting colonies during nesting season.

b. Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

1. Remove all nests before a colony returns to the area in March. The old nests should be removed by washing them down with water or knocking them down with a pole and scraper in February or March when the nests are inactive. Swallows are strongly attracted to old nests or to remnants of deteriorated nests, so all traces of mud should be removed. Survey the underside of the bridge weekly to determine if swallows are nesting. If swallows begin nesting under the bridge, remove nests weekly to effectively discourage nesting during construction.
2. If weekly surveying or removal is inappropriate for this project, netting can be hung from the underside of the bridge to exclude the swallows. Remove the nests as described above. To prevent swallows from returning to nest under the bridge, cover the concrete underside of the bridge with 1/2- to 3/4-inch mesh net or poultry wire in March before bridge construction begins. The netting should be anchored so that the swallows cannot attach their nests to the net and bridge or enter through gaps in the net. The netting should be monitored to ensure its continued integrity. If swallows begin building nests under the bridge, the nests may be removed without a permit until egg laying begins. If swallows lay eggs, a permit from the USFWS and DFG would be required to remove the nests. The netting should remain under the bridge during construction from March 1 to September 1, or until bridge demolition commences.

5. HYDROLOGY, WATER QUALITY, DRAINAGE - Impact 5.8-3 Water Quality-Construction (DEIR, p. 5.8-11)

a. Significant Impact

The Proposed Project may result in impacts to the water quality of Strawberry Creek as a result of grading activities.

b. Facts in Support of Finding

The significant effect listed above will be reduced to a less than significant level with the following mitigation measures:

1. The grading contractor shall implement grading techniques which control excessive runoff during construction and shall grade the site in accordance with the Caltrans "Highway Design Manual."
2. Dust and soil erosion control measures shall be implemented during the construction phase of the interchange.
3. Vegetation covered or removed during construction (including slope protection) should be replanted following construction.

B. SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED

Finding - The City finds that, where feasible, changes or alterations have been required in, or incorporated into, the Cosumnes River Boulevard/Calvine Road Interchange project which reduce the magnitude of the significant environmental impacts listed below as identified in the EIR. However, specific economic, social, or other considerations make infeasible incorporation of mitigation measures or adoption of project alternatives that would reduce the following impacts to a less-than-significant level. This finding is supported by evidence in the record of the proceeding before the City including the Cosumnes River Boulevard/Calvine Road Interchange EIR prepared for this project and the General Plan for the City of Sacramento and the associated EIR. All available, reasonably feasible mitigation measures identified in the EIR are employed to reduce the magnitude of the impacts, even if the reduction is not to a less than significant level. Also incorporated by reference into this section are the findings and facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. **TRANSPORTATION AND CIRCULATION** - Impact 5.4-1 Intersections and Freeway Ramps (Project Specific) (DEIR p. 5.4-14)

a. Significant Impact

The Proposed Project does not create any trips on the existing or new roadway system. Instead, trips will shift to the new interchange from Mack Road and Sheldon Road, thereby benefiting the regional circulation system. However, some of the intersections associated with the proposed project exceed the City of Sacramento's LOS C.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. The City shall install a full signalized intersection at Cosumnes River Boulevard and Bruceville Road.
2. Auxiliary lanes may be added to the freeway ramps to handle excess capacity.

2. **TRANSPORTATION AND CIRCULATION - Impact 5.4-2 Intersection and Freeway Ramps (Long Range/Cumulative) (DEIR p. 5.4-16)**

a. Significant Impact

The Proposed Project does not create any trips on the future roadway system. Instead, the proposed interchange will shift trips from Mack Road and Sheldon Road to the proposed interchange, thereby benefiting the regional circulation system. However, several intersections exceed the City of Sacramento's LOS C threshold in the long range cumulative scenario.

b. Facts in Support of Finding

The mitigation measure identified in the Cosumnes River Boulevard/Calvine Road Interchange Draft Environmental Impact Report for the above impact is not currently feasible. The mitigation for future traffic conditions includes the construction of an urban interchange at the intersection of Calvine Road and Power Inn Road. The feasibility of an urban interchange at this location shall be analyzed by the County of Sacramento Department of Public Works. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

3. TRANSPORTATION AND CIRCULATION - Impact 5.4-3 Construction (DEIR p. 5.4-3)

a. Significant Impact

The construction of the Proposed Project may result in the closure of the existing Duluth Avenue on- and off-ramps for approximately 1 to 1.5 years. The Department of Public Works will, to the extent feasible, allow the ramps to remain open during project construction. Any closure of the ramps would shift existing trips from Duluth Avenue to the Mack Road Interchange and the Sheldon Road Interchange.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. If ramp closure is required, the City shall install proper signing indicating the closure of the ramps. This includes posting signs in advance of the closure and preparing adequate notification for motorists.

4. BIOLOGICAL RESOURCES - Impact 5.6-2 Loss of Wetland Habitat (Project Specific) (DEIR p. 5.6-20)

a. Significant Impact

Development of the Proposed Project would result in an alteration or loss of wetland habitat.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in

Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. The City of Sacramento shall avoid impacts to wetlands to the extent feasible during the development of the final engineering and design plans.
2. The City shall offset the loss of any wetlands through the conditions established in the Corps 404 permit process.

5. **BIOLOGICAL RESOURCES - Impact 5.6-6 Species of Special Concern (Swainson's Hawk Habitat) (DEIR p. 5.6-27)**

a. Significant Impact

Development of the Proposed Project may result in the loss of potential habitat for the Swainson's Hawk.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. The City of Sacramento shall retain a CDFG approved biologist to periodically inspect the trees on the project site for Swainson's Hawk nests. If nests are found, the biologist shall monitor the nests to determine if the construction of the project is impacting the nesting activities of the individual hawk.
2. The City of Sacramento shall establish and participate in a fee mechanism where a fair share of any lawful fees or assessments designed to address Swainson's Hawk foraging habitat mitigation shall be collected.

6. **BIOLOGICAL RESOURCES - Impact 5.6-10 Species of Special Concern (Northwestern Pond Turtle) (DEIR p. 5.6-30)**

a. Significant Impact

Development of the Proposed Project may result in the loss of potential Northwestern Pond Turtle habitat.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. Prior to the initiation of the project construction activities, a CDFG approved biologist shall be retained by the City of Sacramento to locate any Northwestern Pond Turtles in Strawberry Creek and within 300 feet of the creek channel that may be hibernating between November and February. The biologist shall also be present on the project site during the construction of the project to periodically (every two weeks) inspect this same area between March and August for the presence of the species while active. If the species is identified, the biologist shall attempt to relocate the species to an area not affected by the construction of the proposed project. This relocation effort shall be accomplished through consultation with CDFG and USFWS. Following the relocation efforts, a barrier or other CDFG or USFWS approved measure shall be provided to prevent the movement of turtles into the project area.

7. **BIOLOGICAL RESOURCES - Impact 5.6-12 Giant Garter Snake - Habitat (DEIR p. 5.6-32)**

a. Significant Impact

Development of the Proposed Project may result in the loss of potential habitat for the Giant Garter Snake.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. Waterways (Strawberry Creek and improved drainage facilities) that are impacted by construction activities should be replaced either on-site or off-site. It is recommended that new stream channels should be no steeper than 2:1 slopes and have widths of at least 15 feet. Cattails and other wetland vegetation should be planted along the banks of new waterways to speed the revegetation process, creating a band of emergent vegetation at least two feet in width on each bank.

Waterways to be replaced should first be allowed to dry out slowly, so that any Giant Garter Snakes present can seek out replacement waterways before the drainages are disturbed. After the waterways are empty for a period of 15 days, a DFG approved biologist should be present to capture any remaining Giant Garter Snakes and move them to other waterways. Construction activities may occur in the waterways after the waterway have been allowed to dry for 15 consecutive days and any Giant Garter Snakes found within the affected waterways are relocated.

8. **BIOLOGICAL RESOURCES - Impact 5.6-13 Species of Special Concern (Special Status Shrimp) (DEIR p. 5.6-33)**

a. Significant Impact

Development of the Proposed Project may result in the loss of special status shrimp.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also

incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. The City of Sacramento shall retain a CDFG approved biologist to monitor the construction of the proposed project. The biologist shall be responsible for "vacuum mowing" and removing of a layer of top soil for any vernal pools which will be impacted by the construction of the project. The "vacuum mowing" shall occur during the dry season.
2. The City of Sacramento shall ensure that the materials collected from the "vacuum mowing" and the topsoil scraping shall be stored and eventually inoculated into new vernal pools.

9. **BIOLOGICAL RESOURCES - Impact 5.6-15 Loss of Wetland Habitat (Cumulative) (DEIR p. 5.6-35)**

a. **Significant Impact**

Construction of the Proposed Project, in conjunction with the development of the region, may result in the cumulative loss of wetland habitat.

b. **Facts in Support of Finding**

No specific mitigation measure was identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR to reduce the magnitude of this impact. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

10. **BIOLOGICAL RESOURCES - Impact 5.6-16 Swainson's Hawk Habitat (Cumulative) (DEIR p. 5.6-16)**

a. **Significant Impact**

Construction of the Proposed Project, in conjunction with cumulative development, will result in the loss of potential Swainson's Hawk habitat.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. The City of Sacramento shall establish and participate in a fee mechanism where a fair share of any lawful fees or assessments designed to address Swainson's Hawk foraging habitat mitigation shall be collected.

11. NOISE - Impact 5.7-2 Traffic Noise (Cumulative Plus Project)

a. Significant Impact

The operation of the Proposed Project in conjunction with the buildout of South Sacramento will increase the number of vehicles on the roadway network in the project area. This will increase noise levels to the properties adjacent to the Proposed Project.

b. Facts in Support of Finding

The mitigation measure identified in the Cosumnes River Boulevard/Calvine Road Interchange Draft Environmental Impact Report for the above impact is not currently feasible. The mitigation for noise impacts associated with the operation of the interchange along with the buildout of the region includes the construction of sound walls along Power Inn Road and Calvine Road. The construction of new sound walls is not currently feasible because they will conflict with the right-of-way of both the proposed at-grade intersection and the potential urban interchange at Calvine Road and Power Inn Road. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

12. HYDROLOGY, WATER QUALITY, DRAINAGE - Impact 5.8-5 Drainage Facility Capacity (DEIR, p. 5.8-13)

a. Significant Impact

Construction of the Proposed Project will generate additional stormwater runoff from new impervious surfaces.

b. Facts in Support of Finding

This impact will be reduced to the extent feasible with the following mitigation measures identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR. The mitigation measure will reduce the magnitude of the impacts, but would not make the impact less than significant. Also incorporated by reference into this paragraph are the facts stated in Section III that reject the no project alternative for failure or infeasibility to mitigate the potential effect and achieve the basic objectives of the project.

1. The City of Sacramento Department of Public Works shall implement the design criteria required by Caltrans that lessen the impact of increased stormwater runoff from new impervious surfaces.
2. The Department of Public Works shall analyze the feasibility of the placement of a detention basin in the project area.

III. REJECTION OF ALTERNATIVES

CEQA mandates that every EIR evaluate a no-project alternative. The alternatives studied in the EIR are infeasible based on the following specific economic, social or other considerations:

A. Alternative 1 - No-Project Alternative

The No Project Alternative assumes that road improvements and a full service freeway interchange would not be constructed and that the project site would remain in its present use.

Finding

Specific economic, social, or other considerations make infeasible the No-Project Alternative identified in the Cosumnes River Boulevard/Calvine Road Interchange EIR in that:

1. Selection of the No-Project Alternative would not attain the basic objectives of the City of Sacramento with regard the construction of a freeway interchange at the proposed site. The project objectives identified in the Cosumnes River Boulevard/Calvine Road Interchange Draft EIR are as follows:
 1. To meet the objectives established in the Route 148 Arterial project including "Establishment of a safe, efficient, and interrelated transportation corridor to serve the needs of all citizens as well as to promote sound land utilization and protection of environmental quality" and "to provide a major east-west road connecting I-5 and State Route 99."
 2. To provide a regional east-west road link which would improve circulation between the City of Sacramento and Sacramento County.
 3. To provide continuous arterial streets at approximately one mile spacing.
 4. To link Calvine Road east of State Route 99 and Cosumnes River Boulevard west of State Route 99 as adopted by the City of Sacramento.
 5. To facilitate access between proposed Regional Transit facilities (e.g. Light Rail Station, Park and Ride lots) east and west of State Route 99 and provide for more direct bus routes.
 6. To improve access to existing community service facilities (e.g. Cosumnes River College, Methodist Hospital, Kaiser Hospital).

7. To achieve smoother traffic conditions and to improve levels of services on freeway entrance and exit ramps at Cosumnes River Boulevard and State Route 99.
 8. To alleviate traffic congestion on Mack Road and Sheldon Road including the entrance and exit ramps.
2. Alternative 1 would not conform with several goals and policies of the Transportation and Circulation Element of the City of Sacramento General Plan. These goals and policies include the following:
1. Goal - to create a safe, efficient surface transportation network for the movement of people and goods.
 2. Goal - to maintain a desirable quality of life including good air quality while supporting planned land use and population growth.
 3. Goal - to develop bicycling as a major transportation and recreational mode.
 4. Policy - to develop bikeways in a coordinated manner with the County and other agencies, to facilitate commuting to and from major trip generators.
3. Alternative 1 would not conform with several goals of the Heavy Commercial and Warehouse Element of the City of Sacramento General Plan. These goals include the following:
1. Goal - promote the re-use and revitalization of existing developed areas, with special emphasis on commercial and industrial areas.
 2. Goal - promote new employment opportunities, particularly for the underemployed and economically disadvantaged.
 3. Goal - promote economic vitality and diversification of the local economy.
 4. Goal - maintain and strengthen Sacramento's role as a major West Coast warehousing/distribution center.
 5. Goal - assist private interests to maintain and strengthen the competitive advantages of Sacramento's warehousing/distribution industry.
4. Significant effects of the preferred project are acceptable when balanced against facts set forth in the Statement of Overriding Considerations and stated above, and are more acceptable than those anticipated from the No-Project Alternative.

IV. STATEMENT OF OVERRIDING CONSIDERATIONS

Notwithstanding disclosure of the significant impacts and the accompanying mitigation, the City has determined pursuant to Section 15093 of the CEQA Guidelines that the benefits of the proposed project outweigh the adverse impacts, and the proposed project shall be approved.

With reference to the above findings and in recognition of those facts which are included in the record, the City has determined that the proposed project would contribute to environmental impacts which are considered significant and adverse, as disclosed in the Cosumnes River Boulevard/Calvine Road Interchange EIR prepared for the proposed project.

The City specifically finds, and therefore makes this Statement of Overriding Considerations, that as a part of the process of obtaining project approval, all significant effects on the environment with implementation of the proposed project have been eliminated or substantially lessened where feasible. Furthermore, the City has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding considerations described below:

- A. The Project is consistent with the City of Sacramento General Plan and the South Sacramento Community Plan.
- B. The Project will support the General Plan goal of creating a safe, efficient surface transportation network for the movement of people and goods.
- C. The Project would support the General Plan goal of providing all citizens in all communities of the City with access to a transportation network which serves both the City and region, either by personal vehicle or transit.
- D. The Project would support the General Plan goal of developing bicycling as a major transportation and recreational mode. The Project includes bikelanes on each side of Cosumnes River Boulevard and Calvine Road prior to the freeway ramps. The bikelanes included in the project will enhance the bikeway network in the south area of the City and County of Sacramento.
- E. The Project would implement a project authorized and funded under Measure A, an initiative approved by the voters of the City of Sacramento and Sacramento County authorizing an increase in sales taxes within Sacramento County and the incorporated cities to fund specified transportation related projects.
- F. The Project would initiate construction of Cosumnes River Boulevard and fulfill the objectives identified in the EIR prepared for the Route 148 Arterial (Cosumnes River Boulevard).

- G. The Project would provide a regional east-west road link which would improve circulation between the City of Sacramento and Sacramento County.
- H. The Project would improve access to existing community service facilities (e.g. Cosumnes River College, Methodist Hospital, Kaiser Hospital).
- I. The Project would alleviate traffic congestion on Mack Road and Sheldon Road which will achieve smoother traffic conditions and improve levels of services on freeway entrance and exit ramps.

MITIGATION REPORTING PLAN

November 17, 1992

In January, 1989, Assembly Bill 3180 went into effect requiring the City to monitor all mitigation measures included in the Final Environmental Impact Report (FEIR) prepared for this project. For this project, mitigation reporting will be performed by the Public Works Department in accordance with the monitoring and reporting program being developed by the City to implement AB 3180.

This Mitigation Reporting Plan is being prepared by the Department of Planning and Development, Environmental Services Division, 1231 I Street, Suite 301, Sacramento, CA 95814, (916) 264-7037, pursuant to California Environmental Quality Guidelines Section 21081.

The Department of Public Works will submit their completed Reporting Plan to the Environmental Services Division for inclusion in the Environmental Service Division's annual report to City Council.

Project Number: TJ86

Project Name: Cosumnes River Boulevard/Calvine Road Interchange

Project Location/Description:

Project Location

The Cosumnes River Boulevard/Calvine Road Interchange is located along State Route 99 in the southern portion of the South Sacramento Community Plan. The project site extends from State Route 99 to the intersection of Power Inn Road and Calvine Road to the east, and to the intersection of Duluth Road (Cosumnes River Boulevard) and Bruceville Road to the west.

Project Description

The proposed project includes the construction of a partial cloverleaf interchange to connect Cosumnes River Boulevard, Calvine Road, and State Route 99. The proposed interchange project consists of several components. These components include a bridge structure over State Route 99, on- and off-ramps for north and south bound State Route 99, an extension of Calvine Road from the intersection of Power Inn Road to the proposed interchange, an extension of Cosumnes River Boulevard from Bruceville Road to the proposed interchange, improvements to Strawberry Creek, and a Caltrans Park-n-Ride lot.

**MITIGATION REPORTING PROGRAM CHECKLIST
COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.4-1 5.4-2	<p>TRANSPORTATION/CIRCULATION</p> <p>1. To improve the level of service at the intersection of Cosumnes River Boulevard and Bruceville Road, the City of Sacramento Department of Public Works shall install a fully signalized intersection at Cosumnes River Boulevard and Bruceville Road.</p> <p>2. Auxiliary lanes may be added to the freeway ramps to handle excess capacity. These lanes would require approval by Caltrans.</p>	<p>1. During the preparation of the final engineering and design plans, the Department of Public Works shall ensure that a fully signalized intersection is designed for the intersection of Cosumnes River Boulevard and Bruceville Road.</p> <p>2. During the preparation of the final engineering and design plans, the Department of Public Works may include auxiliary lane on the freeway ramps. The Department of Public Works shall review these auxiliary lanes with Caltrans for their approval.</p>	Department of Public Works, City of Sacramento			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.4-3	TRANSPORTATION/CIRCULATION The City of Sacramento Department of Public Works shall install proper signing indicating the closure of any freeway ramps during construction. This includes posting signs preparing adequate notification to the affected motorists in advance of the closure.	During the preparation of the final engineering and design plans, the Department of Public Works shall require the preparation of a traffic control plan. The traffic control plan may be prepared either by City staff or the chosen consultant. The traffic control plan shall be incorporated into the site improvement plans and/or Construction Specifications prior the start of construction. The Public Works Department shall require that the traffic control plan be complied with at all times.	Department of Public Works, City of Sacramento			
EIR 5.6-2	BIOLOGICAL RESOURCES 1. The City of Sacramento shall avoid impacts to wetlands to the extent feasible during the development of the final engineering and design plans. 2. The City shall offset the loss of any wetlands through the conditions established in the Corps 404 permit process.	1. During the preparation of the final engineering and design plans, the Department of Public Works shall avoid impacts to wetland wherever feasible. 2. During the preparation of the final engineering and design plans, the Department of Public Works shall quantify the number of acres of wetlands to be impacted by the construction of the project. If wetlands are impacted by the construction of the project, then the Department of Public Works shall obtain the appropriate permits from the U.S. Army Corps of Engineers and CDFG.	Department of Public Works, City of Sacramento			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.6-3	<p>BIOLOGICAL RESOURCES</p> <p>1. Any trees not designated for removal shall be protected during construction.</p> <p>2. Any trees which are removed or destroyed will be subject to the replacement guidelines set by the City Arborist.</p>	<p>1. During the preparation of the final engineering and design plans, the Department of Public Works shall propose a protection plan any trees not designated for removal in the construction area. This plan shall be submitted to the Environmental Services Division for review prior to the construction of the interchange.</p> <p>2. During the preparation of the final engineering and design plans, the Department of Public works shall prepare a map indicating any trees which will be removed or destroyed as a result of the construction of the proposed project. This map shall be submitted to the Environmental Services Division and the City Arborist for review. The Department of Public Works shall conform with the tree replacement guidelines set by the City Arborist.</p>	<p>Department of Public Works, City of Sacramento</p> <p>Environmental Services Division/City Arborist, City of Sacramento</p>			
EIR 5.6-4	<p>BIOLOGICAL RESOURCES</p> <p>A CDFG approved biologist shall locate the presence of any Sanford's Arrowhead in the area of Strawberry Creek near the Bruceville Road bridge. If the species is identified within the creek, the biologist shall establish a buffer area along the edge of the creek to protect the species form any construction vehicles or workers.</p>	<p>Prior to project construction, the Department of Public Works shall retain a CDFG approved biologist to identify the presence of Sanford's Arrowhead in the area of Strawberry Creek near the Bruceville Road Bridge. If the species is identified within the creek, then the biologist shall establish a buffer area along the edge of the creek to protect the species form any construction vehicles or workers.</p>	<p>Department of Public Works, City of Sacramento</p>			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.6-6 5.6-16	<p>BIOLOGICAL RESOURCES</p> <p>1. A CDFG approved biologist will periodically inspect the trees on the project site for Swainson's Hawk nests. If nest are found, the biologist shall monitor the nests and the project's impacts to the nests.</p> <p>2. The City shall establish a mechanism where a fair share of any lawful fees or assessments designed to address Swainson's Hawk foraging habitat mitigation will be collected.</p>	<p>1. Prior to project construction, the Department of Public Works shall retain a biologist to periodically inspect the trees on the project site for Swainson's Hawk nests. If nest are found, the biologist shall monitor the nests and the project's impacts to the nests.</p> <p>2. The Environmental Services Division shall continue developing a Habitat Conservation Plan for the Swainson's Hawk in conjunction with other local agencies and DFG. The Habitat Conservation Plan will include a mechanism where a fair share of lawful fees will be collected for the preservation of Swainson's Hawk habitat.</p>	<p>1. Department of Public Works, City of Sacramento</p> <p>2. Environmental Services Division, City of Sacramento</p>			
EIR 5.6-8	<p>BIOLOGICAL RESOURCES</p> <p>A CDFG approved biologist shall inspect for the presence of Tricolored Blackbird nesting sites. If Tricolored Blackbird nests are found, a buffer area shall be established to protect the nests from construction vehicles and workers.</p>	<p>Prior to project construction, the Department of Public Works shall retain a CDFG approved biologist to identify the presence of Tricolored Blackbird nesting sites within the vicinity of the project construction site. If Tricolored Blackbird nests are found, then the biologist shall establish a buffer area to protect the nests from construction vehicles or workers.</p>	<p>Department of Public Works, City of Sacramento</p>			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.6-9	<p>BIOLOGICAL RESOURCES</p> <p>1. Remove all nests before a colony returns to the area in March. The old nests should be removed by washing them down with water or knocking them down with a pole and scraper in February or March when the nests are inactive. Swallows are strongly attracted to old nests or to remnants of deteriorated nests, so all traces of mud should be removed. Survey the underside of the bridge weekly to determine if swallows are nesting. If swallows begin nesting under the bridge, remove nests weekly to effectively discourage nesting during construction.</p> <p>2. If weekly surveying or removal is inappropriate for this project, netting can be hung from the underside of the bridge to exclude the swallows. Remove the nests as described above. To prevent swallows from returning to nest under the bridge, cover the concrete underside of the bridge with 1/2- to 3/4-inch mesh net or poultry wire in March before bridge construction begins. The netting should be anchored so that the swallows cannot attach their nests to the net and bridge or enter through gaps in the net. The netting should be monitored to ensure its continued integrity. If swallows begin building nests under the bridge, the nests may be removed without a permit until egg laying begins. If swallows lay eggs, a permit from the USFWS and DFG would be required to remove the nests. The netting should remain under the bridge during construction from March 1 to September 1, or until bridge demolition commences.</p>	<p>1. During the March prior to construction of the project, the Department of Public Works shall remove any Cliff Swallow nests on the bridge structures in the project area.</p> <p>2. Once the bridge structures have been cleared of any nests, the Department of Public Works shall install 1/2- to 3/4-inch poultry wire on the bridge structure.</p>	Department of Public Works, City of Sacramento			
EIR 5.6-10	<p>BIOLOGICAL RESOURCES</p> <p>Prior to the initiation of the project construction activities, a CDFG approved biologist shall be retained by the City of Sacramento to locate any Northwestern Pond Turtles in Strawberry Creek and within 300 feet of the creek channel that may be hibernating between November and February. The biologist shall also be present on the project site during the construction of the project to periodically (every two weeks) inspect this same area between March and August for the presence of the species while active. If the species is identified, the biologist shall attempt to relocate the species to an area not affected by the construction of the proposed project. This relocation effort shall be accomplished through consultation with CDFG and USFWS. Following the relocation efforts, a barrier shall be erected in Strawberry Creek to prevent the movement of turtles into the project area.</p>	Prior to the construction of the proposed project, the Department of Public Works shall retain a CDFG approved biologist to perform the mitigation measures identified. The biologist shall prepare a statement of findings and present it to the Environmental Services Division.	Department of Public Works, City of Sacramento Environmental Services Division, City of Sacramento			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.6-12	<p>BIOLOGICAL RESOURCES</p> <p>Waterways (Strawberry Creek and improved drainage facilities) that are impacted by construction activities should be replaced either on-site or off-site. It is recommended that new stream channels should be no steeper than 2:1 slopes and have widths of at least 15 feet. Cattails and other wetland vegetation should be planted along the banks of new waterways to speed the revegetation process, creating a band of emergent vegetation at least two feet in width on each bank.</p> <p>Waterways to be replaced should first be allowed to dry out slowly, so that any Giant Garter Snakes present can seek out replacement waterways before the drainages are disturbed. After the drainages are empty for a period of 15 days, a CDFG approved biologist should be present to capture any remaining Giant Garter Snakes and move them to other waterways. Construction activities may occur in the waterways after the waterway have been allowed to dry for 15 consecutive days and any Giant Garter Snakes found within the affected waterways are relocated.</p>	<p>During the preparation of the final engineering and design plans, the Department of Public Works shall prepare a plan detailing the procedures for complying with this mitigation measure. This plan shall be reviewed by the Environmental Services Division.</p> <p>Prior to project construction, the Department of Public Works shall retain a CDFG approved biologist to capture and relocate any Giant Garter Snakes that may remain on the project site.</p>	Department of Public Works, City of Sacramento			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.6-13	<p>BIOLOGICAL RESOURCES</p> <p>1. The City of Sacramento shall retain a CDFG approved biologist to oversee special status shrimp mitigation efforts. These efforts shall include "vacuum mowing" during the dry season those pools which will be impacted by construction of the proposed project. A layer of topsoil shall also be scraped and collected from the surface of the vernal pools.</p> <p>2. The materials collected from the "vacuum mowing" and the topsoil scraping efforts shall be stored and eventually inoculated into any vernal pools which are recreated on-site. If on-site placement of these materials is not suitable, then an off-site area shall be selected in consultation with the USFWS and the CDFG.</p>	Prior to project construction, the Department of Public Works shall retain a CDFG approved biologist to oversee the mitigation measures identified.	Department of Public Works, City of Sacramento			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.8-3	<p>HYDROLOGY, WATER QUALITY, DRAINAGE</p> <p>1. The site shall be graded such that the new topography makes a smooth transition to existing adjacent topography. All grading activities shall be done in accordance with the Caltrans "Highway Design Manual."</p> <p>2. Dust and soil erosion control measures shall be implemented during the construction phase of the proposed project. These measures are intended to minimize soil erosion and fugitive dust emissions. Suggested measures include:</p> <ul style="list-style-type: none"> a. watering exposed soils; b. covering exposed soils with straw or other materials; c. adopting measures to prevent construction vehicles from tracking mud onto adjacent roadways; d. covering trucks containing loose and dry soil; e. providing interim drainage measures during the construction period. <p>3. In non-pavement areas, any vegetation covered or removed during construction (including slope protection) should be replanted following construction.</p>	<p>1. During the preparation of the final engineering and design plans, the Department of Public Works shall incorporate the appropriate grading techniques in accordance with the Caltrans "Highway Design Manual."</p> <p>2. During the preparation of the final engineering and design plans, the Department of Public Works shall develop a dust and soil erosion control plan for the construction of the interchange. This plan shall be submitted to the Environmental Services Division for review prior to construction of the interchange.</p> <p>3. During the preparation of the final engineering and design plans, the Department of Public Works shall identify and map any areas of vegetation that will be covered or removed during construction, and shall include a plan to replant the destroyed vegetation, wherever feasible. This map and plans shall be submitted to the Environmental Services Division for review.</p>	<p>Department of Public Works, City of Sacramento</p> <p>Environmental Services Division, City of Sacramento</p>			

**MITIGATION REPORTING PROGRAM CHECKLIST (CONT'D.)
 COSUMNES RIVER BOULEVARD/CALVINE ROAD INTERCHANGE
 FINAL ENVIRONMENTAL IMPACT REPORT**

Mitigation Number	Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE		
				Initial	Date	Remarks
EIR 5.8-5	<p>HYDROLOGY, WATER QUALITY, DRAINAGE</p> <p>1. The Utilities Department will require a review and approval of the Caltrans design criteria prior to the start of the proposed channel work. This will ensure that the Caltrans design criteria is consistent with existing Army Corps of Engineers, FEMA, and County and City drainage criteria.</p> <p>2. The construction of a properly designed detention facility would reduce the magnitude of increased runoff into the creek system. The Department of Public Works shall study the feasibility of the placement of a detention basin in the project area. The Department of Public Works will use this study to determine if they will construct the detention basin. The feasibility study shall include financial, environmental, and regulatory considerations.</p>	<p>1. During the preparation of the final engineering and design plans, the Department of Public Works shall implement the design criteria required by Caltrans to lessen the impact of increased stormwater runoff from new impervious surfaces. This design shall be submitted to the City of Sacramento Utilities Department for review.</p> <p>2. During the preparation of the final engineering and design plans, the Department of Public Works shall prepare a feasibility study on the potential for constructing a detention basin at the project site. The Department of Public Works determine if construction of the detention basin is warranted.</p>	Department of Public Works, City of Sacramento			