This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate chapter of Sections 4.1 through 4.12 (Environmental Setting, Impacts, and Mitigation Measures) of the Draft Environmental Impact Report (Draft EIR).

Edits made to the project description as a result of comments on the Draft EIR and the direction by City Council at the Council meeting on July 26, 2006 are demarcated by revision marks (underline and strikeout). The City Council directed Public Works Department staff to proceed on the design of Bond Road with no sidewalk/pathway on the north side and curb, gutter and sidewalk on the south side. These feature changes to the project description are all located within the environmental study limits and have been analyzed as a part of both Alternative 1 and Alternative 2. Therefore, these changes do not involve any new significant impacts or provide significant new information that would require recirculation of the DEIR pursuant to CEQA Guidelines Section 15088.5. The revised project configuration is shown in Figures 3.1-3, 3.1-4 and 3.1-5 in this Final EIR.

2.1 PROJECT LOCATION

The Bond Road Widening Project (proposed project) site is located entirely within the City of Elk Grove (City) limits. The proposed improvements would begin at and include the intersection of Bond Road/Bradshaw Road, and end at the intersection of Bond Road/Grant Line Road. The two existing lanes on Bond Road would become the proposed westbound lanes with many of the existing trees on the south side of the road remaining as part of the road median where feasible.

Intersection improvements with signalization and curbs at Bond Road and Bradshaw Road were completed by the Elk Grove Unified School District as a part of the construction of their school on Bond Road.

A separate roadway project constructed in the summer of 2005 by the City realigned the eastern terminus of Bond Road with Wrangler Drive and constructed a four-way signalized intersection at Grant Line Road (Bond Road/Grant Line Road Intersection Improvement project). A reinforced concrete box was constructed under Bond Road near the intersection of Grant Line Road that conveys drainage under the roadway in a north-south direction.

2.2 PROJECT DESCRIPTION

The proposed project would widen Bond Road from the intersection of Bradshaw Road to Grant Line Road. This 1.5-mile project would include widening Bond Road from two-lanes to four-lanes, modification of the existing drainage system within the project area, the installation of a center median along the length of Bond Road, and the installation of two traffic signals at key intersections in the project area. No sidewalk/pathway would be constructed on the north side of Bond Road, and curb or asphalt concrete dike and a shoulder width of 3 to 5 feet would be installed where shallow collection swales are not feasible due to the location of existing trees. Curb and gutter, 6-foot shoulder, and a 6-foot sidewalk would be installed on the south side of Bond Road. ~~Curb or asphalt concrete dike would be installed on the north and south side of Bond Road, where shallow collection swales are not feasible. Sidewalks/pathways would be installed on both sides of the roadway. A shoulder width of three feet to five feet would be provided.~~ Roadway safety lighting would be provided at all intersections with Bond Road. Improvements at the intersection of Bond Road and Grant Line Road allowing dual left turn lanes from eastbound Bond Road to northbound Grant Line Road would be a part of this project. Right-of-way for the dual left turn lanes has already been acquired as a part of the

Bond Road/Grant Line Road Intersection Improvement project. In addition, the culvert located just west of the Bond Road/Grant Line Road intersection would need to be extended as a part of the proposed project to accommodate the ultimate width of Bond Road. The relocation of utilities would be required within the project limits to accommodate the increased width of the roadway. The project features are described below:

ROADWAY

The existing Bond Road between Bradshaw Road and Grant Line Road is a two-lane roadway with narrow or no shoulders, and has a posted speed limit of 45 mph. Bond Road would be widened on its existing horizontal and vertical alignment to a four lane arterial. The existing two lanes on Bond Road would be improved and become the proposed westbound lanes with the existing trees on the south side of the road remaining as part of the road median where feasible. The eastbound roadway width would be ~~a constant 29~~ 28 feet where the median is paved and 29 feet where the median is landscaped. The westbound roadway width would vary between ~~26~~ 25 feet and 29 feet. The median width would vary from ~~14.5~~ 4 feet to 30 feet.

Initially, the intersection approach legs are anticipated to flare from 74 feet to a full width of 90 feet, in order to incorporate left and right turn lanes. The median would be a combination of landscaped islands and two-way left turn lanes. The signalized intersections would provide for u-turns.

Median Access

Typically, a four-lane arterial roadway has a landscaped median with a width of 12 feet to separate each direction of traffic. This project proposes three median treatments as follows:

West Segment

From Bradshaw Road to just west of Bader Road, a paved two-way left turn lane with a width of 12 feet would be constructed in the median area. Left turns into and out of most property driveways would be unrestricted from the center turn lane, except for the church driveway access. The church access currently prohibits left turns out of the driveway and that would continue with the proposed project.

Middle Segment

From Bader Road to just east of Van Ruiten Lane, a landscaped median would be constructed, with many of the existing oak trees remaining in the median. The width of the landscaped median would vary from 14.5 to 30 feet. Access across the median for left turns and u-turns would be provided only at the intersections with Bader Road and Van Ruiten Lane. These locations would accommodate a u-turn radius of approximately 25 feet. Mid-block driveways along this segment would only have right-in/right-out access.

East Segment

From Van Ruiten Lane to Grant Line Road, a landscaped median would be constructed incorporating a limited number of existing oak trees. The median width would ~~be~~ vary from 4 to 16 feet. Access across the median for left turns and u-turns would be provided at up to two intermediate locations and at the intersection with Grant Line Road. These locations would accommodate a u-turn radius of approximately 25 feet. Mid-block driveways along this

segment would only have right-in/right-out access and may result in the use of common driveways.

DRAINAGE/DITCHES

The widening of Bond Road would require that that existing roadside ditches be filled in. The new storm drainage system would consist of a permanent underground storm drainage system that would be supplemented where possible with new roadside collection swales. The shallow collection swales would be constructed ~~where feasible, at the east and west ends of the project site~~ only on ~~both sides~~ the north side of Bond Road. At the east and west ends of the project, where there is no curb or dike, the swales will collect both property drainage and roadway drainage. In the middle segment of the project, roadway drainage will be intercepted by curb or dike so the swales will collect only property drainage. ~~Where swales are not feasible in these areas and in the middle section of the project, concrete curb would be constructed where the sidewalk/pathway would be adjacent to the roadway. Where the pathway would be behind trees, concrete curb or an asphalt concrete dike would be used at the edge of the pavement.~~

Stormwater runoff that accumulates in either the collection swales or along the curb/dike would be collected with inlets at new and existing low points (sags) along Bond Road. The inlets would be installed in the westbound and eastbound shoulder or swale and be connected by a 12-inch to 18-inch lateral passing beneath the median. Where the median is landscaped, area drains would be placed in the median and connected to the roadway laterals to collect median drainage. Laterals would connect to a drainage trunk line running under the eastbound lanes of Bond Road. The trunk line would drain to one of the two existing terminal outfalls along the south side of Bond Road, or a new outfall that would be constructed south of the Bond/Bader intersection.

CURB TREATMENTS

The project proposes the following curb treatments on the north side of Bond Road:

- ~~West of Bader Road and East of Van Ruiten Lane, where shallow collection swales are not feasible, and the sidewalk/pathway is adjacent to the roadway, there would be concrete curb.~~
- From just west of Bader Road to Van Ruiten Lane, in the middle section of the project, ~~where the sidewalk/pathway would be behind trees,~~ concrete curb or an asphalt concrete dike would be used at the edge of the pavement to minimize tree removal.

The project proposes the following curb treatments on the south side of Bond Road:

- Curb and gutter along the entire south side of Bond Road, with an 8-foot to 10-foot separation between the back of curb and the front of the sidewalk.

SIDEWALKS/PATHWAYS

A sidewalk/pathway would be provided only on the south side ~~both sides~~ of Bond Road using ADA compliant, low-maintenance material. The sidewalk/pathway would be constructed of a material that is firm, stable, slip resistant, and low maintenance. This material could be concrete, colored concrete, asphalt concrete, or other low maintenance material that is ADA compliant. The pathway needs to be provided ~~on both sides of the roadway~~ to facilitate safe pedestrian

access, particularly to and from nearby schools. The project would have the following sidewalk/pathway treatments:

South side of Bond Road

A ~~7~~ meandering 6-foot wide ~~concrete~~ sidewalk/pathway constructed adjacent to the variable 10-foot wide landscape corridor.

North side of Bond Road

No sidewalk/pathway would be constructed on the north side of Bond Road.

~~For the segment west of Bader Road and East of Van Ruiten Lane, a 5- to 6-foot wide sidewalk would be constructed adjacent to the roadway or landscape corridor. For the segment between Bader Road and Van Ruiten Lane, a 5-foot to 6-foot wide sidewalk/pathway would be constructed north of the existing trees next to the roadway. The pathway would be concrete with a natural color to better blend in with the environment. The intent is for the sidewalk/pathway to be separated from the roadway to the maximum extent possible, but there are locations where the pathway would need to be adjacent to the roadway.~~

TREES/LANDSCAPING

The existing lanes would become the ultimate westbound lanes with the existing trees on the south side of the road remaining as part of the road median where feasible. ~~The area between the proposed roadway and the sidewalk~~ New swales would be used to preserve existing trees and plant additional (mitigation) trees, with low maintenance native vegetation in certain areas. Median landscaping would be designed to not interfere with traffic visibility for left and right hand turns. Landscaping under existing native oak trees would require drought tolerant plants with above ground drip irrigation system. Future developments may be required to provide additional landscaping along Bond Road frontage as part of their conditions.

SIGNALIZATION

The intersections of Bond Road and Bader Road, and Bond Road and Van Ruiten Lane would be signalized. The traffic analysis for the project shows that a signal is needed at the Bond Road and Bader Road intersection based on projected traffic volumes. The intersection of Bond Road and Van Ruiten Lane would be signalized to allow left turns out of Van Ruiten Lane where existing trees, that will remain, block unsignalized sight distance. ~~and to provide for a safe pedestrian crossing at this location.~~

LIGHTING

The proposed project would include safety lighting at each of the following intersections: Bond Road and Bradshaw Road, Bond Road and Bader Road, Bond Road and Shire Oaks, Bond Road and Kapalua Lane, Bond Road and Van Ruiten Lane, and Bond Road and Grant Line Road.

INSERT FIGURE 3.1-3 (REVISED)

11 x 17 color

INSERT FIGURE 3.1-4 (REVISED)

11 x 17 color

INSERT FIGURE 3.1-5 (REVISED)

11 x 17 color

2.3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6(a) states that an environmental impact report shall describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening one or more of the significant environmental impacts of the project. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives shall focus on those which are capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly [CEQA Guidelines Section 15126.6(b)].

In accordance with the provisions of CEQA Guidelines Section 15126.6, the following alternatives to the proposed project are evaluated:

ALTERNATIVE 1 – NO PROJECT

Under this alternative Bond Road (from Bradshaw Road to Grant Line Road) would not be widened. The project site would remain in its existing state, as a two lane rural roadway with ditches and no shoulders. The only infrastructure improvements (consisting of curb, and sidewalk) beyond those currently existing on or near the project site would be where required in front of new developments that are either under construction or planned for the future.

ALTERNATIVE 2 – NO SIDEWALK ON THE NORTH SIDE OF BOND ROAD

This alternative would include the same features/parameters as the revised proposed project, with the exception that shallow collection swales or curb or asphalt concrete dike would be installed on the south side of Bond Road, where shallow collection swales are not feasible (rather than curb, gutter and sidewalk with the proposed project). ~~a sidewalk/pathway would not be constructed on the north side of Bond Road. This alternative would require the acquisition of approximately 5.3 acres of land, which is 0.7 acres less than the proposed project. By eliminating the sidewalk/pathway on the north side the width would be reduced by 5 to 6 feet on the north. By not providing the sidewalk/pathway on the north side of Bond Road pedestrian safety could be greatly compromised. This Alternative could result in safety concerns by creating the need for people living on the north side to cross to the south side of Bond Road in order to have a safe sidewalk/pathway when walking along the roadway, particularly to and from nearby schools. In locations with sidewalks on one side of the street, pedestrians must either walk along the roadway or cross the street. Pedestrians are unlikely to walk out of their way for a marked crosswalk or signal. The absence of a sidewalk/pathway on the north side of Bond Road increases the likelihood that a "walking along roadway" pedestrian collision would occur.~~

ALTERNATIVE 3 – FULL SECTION STANDARD DESIGN

This alternative would involve in the construction of a full section standard design 4-lane roadway. The standard 4-lane roadway would have two 12-foot wide lanes, a 5-foot shoulder, curb and gutter, and a 7-foot sidewalk in each direction (eastbound and westbound). The portion in front of Van Ruiten (in the eastbound direction) would also include a 5-foot planter between the back of the curb and the edge of the sidewalk. The median would be landscaped and would vary between 13.5 feet and 30 feet. The full section standard design would be wider than the proposed project and in order to construction would include the acquisition of more right-of-way and the removal of more trees than the proposed project.

2.4 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2.0-1 displays a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the application of each recommended mitigation measure(s). Edits made to the table as a result of comments on the Draft EIR are demarcated by revision marks (underline and strikeout).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to the environmental analysis sections in Chapter 4.0 of the Draft EIR, Sections 4.1 through 4.12, and to Chapter 4.0 (Errata) of this FEIR.

TABLE 2.0-1
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Land Use				
Impact 4.1.1	The Elk Grove General Plan designates land uses along the north side of Bond Road as Rural Residential (0.1 to 0.5 dwelling units per acre), with minimum lot sizes of 2 to 10 acres. Land uses along the south side of Bond Road are designated as the Elk Grove Triangle Special Planning Area, with land uses planned as Rural Residential 1-acre lot. The project is consistent with the General Plan, the Elk Grove Triangle Plan Area, and is a part of the City's Capital Improvement Program.	LS	None Required	
Impact 4.1.2	Lands along the north side of Bond Road are zoned Agricultural Residential 2-acre lots (AR-2), Agricultural Residential 5-acre lots (AR-5), and AG-80. Lands along the south side of Bond Road are zoned Rural Residential 1-acre lots within the Elk Grove Triangle Special Planning area. Current zoning for some of the parcels within the Elk Grove Triangle Special Planning Area that have not been rezoned include Agricultural Residential 1-acre (AR-1), Agricultural Residential 2-acre (AR-2), Agricultural Residential 10-acre (AR-10), General Agriculture 80 acres (AG-80). As development of the properties occurs they	LS	None Required	

S - Significant *LS – Less Than Significant* *SU – Significant and Unavoidable*

PS - Potentially Significant *CS – Cumulative Significant* *N –No Impact*

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	will be rezoned to AR-1 from the existing zoning originally assigned by Sacramento County. The proposed project is consistent with the zoning of the lands along the existing roadway.			
Impact 4.1.3	Implementation of the proposed project would widen an existing roadway, which is consistent with the City of Elk Grove General Plan and the City Capital Improvement Program.	LS	None Required	
Agricultural Resources				
Impact 4.2.1	Implementation of the project would result in the conversion of approximately 3.6 acres of agricultural land, which includes approximately 2.4 acres of Farmland of Statewide Importance and approximately 1.2 acres of Farmland of Local Importance.	LS	None Required	
Impact 4.2.2	Implementation of the project would result in the conversion of approximately 0.04 acre of land under an active Williamson Act Contract for public purposes.	LS	None Required	
Impact 4.2.3	The project would convert approximately 2.4 acres of Farmland of Statewide Importance and 1.2 acres of Farmland of Local Importance to urban uses.	LS	None Required	

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Visual Resources/Light and Glare				
Impact 4.3.1	Development of the proposed project would alter the existing rural character of the area by widening the two-lane rural road to a four-lane arterial roadway, installing sidewalks/pathways, removing trees, and replacing portions of the ditches with an underground storm drainage system.	S	**MM 4.3.1a** The City shall retain, where feasible, all oak trees larger than six inches DBH and other large native and non-native trees. Where possible, the following measures shall be followed to protect trees identified for preservation: For trees within the project area that are designated for preservation, a temporary protective fencing shall be installed to protect tree drip lines in order to avoid damage to the tree canopies and root systems. Tree trunks shall be protected with trunk protection guards. Final Grading Plans shall show all protected trees, tree numbers, and protected drip line areas, and shall show the location of the required protective temporary fencing. Any protected trees on the site that require pruning shall be pruned under the direction of ~~by~~ a certified arborist prior to the start of construction work in the area. All pruning shall be in accordance with American National Standards Institute (ANSI) A300 pruning standards and the International Society of Arboriculture (ISA) "Tree Pruning Guidelines." • No signs, ropes, cables (except those which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the trees. Small metallic numbering tags for the purpose of preparing tree reports and inventories shall be allowed. • Minimal grading (grade cuts or fills) shall be allowed within the drip lines of oak trees to construct walks and roadways. • Where soil compaction occurs within the drip line of	SU

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		an oak tree, take measures to restore soil condition, aeration, and permeability to water. • No parking or operating any motor vehicle within the drip line area of any oak tree, but if it is unavoidable, and compaction may occur, the City must take measures to restore soil condition, aeration, and permeability to water. • Drainage patterns on the site shall not be modified so that water collects or stands within, or is diverted across, the drip line of any oak tree. • No trenching shall be allowed within the drip line of oak trees. If it is absolutely necessary to install underground utilities within the drip line of an oak tree, the utility line shall be bored or jacked under the supervision of a certified arborist. • The construction of impervious surfaces within the drip lines of oak trees shall be stringently minimized. When it is absolutely necessary, a piped aeration system per City standard detail shall be installed under the supervision of a certified arborist. • No sprinkler or irrigation system shall be installed in such a manner that it sprays water or requires trenching within the drip lines of oak trees. An above ground drip irrigation system is recommended. • During construction, normal watering frequency shall be maintained around oak trees. • Landscaping beneath oak trees may include non-plant materials such as bark mulch, wood chips, boulders, etc. The only plant species that shall be planted	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		within the drip lines of oak trees are those that are tolerant of the natural semi-arid environment of the trees, as discussed in the City Tree Preservation Ordinance. Limited drip irrigation approximately twice per summer is recommended for the under story plants. • Weed control chemicals utilized prior to laying of new asphalt shall not be applied where they can leach into the drip line area of any tree. • Clearing of weeds and debris from the protected drip line area shall be done by hand. • Weed eaters shall be used to remove weeds and grasses so that the natural grades within protected drip line area will not be disturbed. • No storage of oil, fuel, concrete mix or any deleterious substance within the drip line of any oak tree. MM ~~4.3.2~~ 4.3.1b For trees that cannot be preserved on-site, a qualified biologist or certified arborist shall evaluate each tree identified for removal to assess the tree's potential for successful relocation away from the project impact area. If the tree is a candidate for relocation, the City shall relocate the tree whenever feasible. From surveys completed to date, eight (8) trees have been identified as candidates for relocation. If feasible, the City shall relocate these trees as part of the project. Monitoring for the success of relocated trees shall be conducted by a qualified biologist or certified arborist on a once-yearly basis for a period of five years after relocation.	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		The survey shall assess the health and vigor of the tree and make a determination on if the tree is successfully establishing and growing. If a tree is found to be unsuccessful (i.e., dead or dying) at the end of the five-year period, the City shall compensate for the loss of the tree by planting replacement trees, either in or as near to the project area as possible, as required by the City of Elk Grove Tree Preservation Ordinance. MM ~~4.3.3~~ 4.3.1c When relocation is not feasible, or if a tree is not a candidate for successful relocation, then trees removed by the project shall be compensated for by planting of replacement trees per the requirements of the City of Elk Grove Tree Mitigation Policy and fees. To reestablish the aesthetic value of the trees removed and to encourage native tree regeneration, replacement trees shall be planted within the project area to the extent feasible. When it is not feasible to plant replacement trees within the project area, the replacement trees shall be planted as close to the project area as possible. Preference shall be given for use of the largest replacement trees available when selecting replacement trees. These trees shall be placed strategically to provide immediate visual benefit. Monitoring for the success of replacement trees shall occur on a once-yearly basis for a period of three years after planting. At the end of the three-year period, the replacement trees must demonstrate successful establishment to achieve a "no net loss" of trees (on a per-inch basis) from the project. If the success rate for the replacement trees is unacceptable, the City shall consult with a certified arborist to evaluate the mitigation plan and determine appropriate remediation to achieve a "no net loss" of trees from the project.	

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 4.3.2	Implementation of the proposed project would result in the introduction of new nighttime light associated with the proposed project that could adversely affect adjacent areas.	LS	None Required	
Impact 4.3.3	Implementation of the proposed project in combination with other approved and proposed projects in the area would result in the further conversion of the area's rural landscape to a more urbanized landscape. This would contribute to the cumulative alteration of the visual resources in the region.	CS	As increased development occurs within the project area, changes to existing visual resources and increased light and glare are inevitable. While the project would implement MM 4.3.1a, MM 4.3.1b, and MM 4.3.1c, the proposed project ~~contributes~~ would contribute to the visual change in the area. No further mitigation measures were identified to reduce the cumulative impacts of the project. Therefore, this impact is considered significant and unavoidable.	SU
Hazardous Materials/Risk of Upset				
Impact 4.4.1	Construction activities at the proposed project locations may result in encountering unknown hazardous materials beneath the ground surface.	PS	**MM 4.4.1** If contaminated soil is encountered or if suspected contamination is encountered during project construction, work shall be halted in the area, and the type and extent of the contamination shall be identified. A qualified professional, in conformance with the applicable regulatory agency guidelines (EPA, California RWQCB, California Department of Toxic Substances Control, Sacramento County Environmental Management Department, and/or the Elk Grove Community Services District Fire Department) should develop a contingency plan to dispose of any contaminated soil.	LS
Impact 4.4.2	Construction of the proposed project could result in the release of hazardous materials.	PS	**MM 4.4.2** Prior to the start of construction, the construction contractor shall designate staging areas where fueling and oil-changing activities will take place. No fueling and oil-changing activities shall be permitted outside the designated staging areas. The staging areas, as much as	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			practicable, shall be located on level terrain and away from sensitive land uses such as residences and schools. Staging areas shall not be located near any stream, channel, or wetland. All staging areas shall be identified in the Storm Water Pollution Prevention Plan (SWPPP), which shall be reviewed and approved by the City of Elk Grove as part of the NPDES permit process.	
Impact 4.4.3	Rural residences, fallow agricultural properties, and undeveloped properties in the project area use water wells and septic systems. Some of those features may be located within the front yards of the properties and may extend into the project construction areas or construction staging areas.	PS	**MM 4.4.3** The City of Elk Grove shall ensure through enforcement of contractual obligations that a survey be completed by the construction contractor to identify all water wells, septic systems and leach fields prior to any ground clearing and construction work. If the wells, septic systems or leach fields cannot be avoided by construction activities, then they shall be moved to another location on the parcel; or if not in use shall be removed or abandoned in place in accordance with all federal, state and local regulations prior to any ground disturbing activities. The relocation, removal or abandonment of the water wells; septic systems and leach fields shall be done at the City's expense in coordination with the property owner.	LS
Impact 4.4.4	Implementation of the proposed project could contribute to exposure of the public to hazards during construction and operation. The project would not result in cumulative hazardous materials impacts.	LS	The project would be required to comply with all federal, state and local regulations regarding the handling of such materials, and mitigation measures 4.4.1, 4.4.2, and 4.4.3 would be implemented as a part of the project. Therefore, the proposed project would not contribute to cumulative impacts to public health and such impacts are considered less than significant.	
Transportation and Circulation				
Impact 4.5.1	Construction-related traffic associated with construction of the project may impact local roadways and intersections and hinder emergency vehicles through the area.	LS	None Required	

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PS - Potentially Significant *CS – Cumulative Significant* *N –No Impact*

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 4.5.2	The project could contribute to an unacceptable LOS at area intersections under existing plus project conditions.	LS	None Required	
Impact 4.5.3	The project could contribute to an unacceptable LOS at area intersections under future year 2025 plus project conditions.	LS	None Required	
Impact 4.5.4	Implementation of the proposed General Plan as well as potential development within the City and adjacent areas would contribute to the degradation of the project study intersections to unacceptable LOS conditions under cumulative conditions. The project would not result in a cumulative transportation impact.	LS	None Required	
Noise				
Impact 4.6.1	Construction activities associated with the proposed project would temporarily increase noise levels in nearby areas.	PS	**MM 4.6.1a** Site preparation and construction activities shall be limited to between the hours of 7:00 A.M. to 7:00 P.M. whenever such activity is adjacent to residential uses (Elk Grove General Plan Policy NO-3-Action 1). Construction equipment maintenance shall be limited to the same hours. If nighttime work will be required, no construction equipment shall be used that would exceed the nighttime noise standard dBA. **MM 4.6.1b** The project applicant shall prepare construction specifications that require the contractor to perform the following tasks: • Equip all construction equipment with appropriate	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			mufflers in good working condition. • Locate stationary construction equipment and construction staging areas as far from residential and other noise sensitive uses as feasible. • Install temporary or portable acoustic barriers around the equipment and staging area when within 100 feet or less of residential properties or other sensitive uses. **MM 4.6.1c** Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted on a sign no larger than 4 foot by 8 foot at all construction entrances to allow for surrounding 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.	
Impact 4.6.2	Predicted year 2025 traffic noise levels could result in the exceedence of applicable noise exposure standards at nearby noise-sensitive land uses	LS	None Required	
Impact 4.6.3	The proposed project, along with approved and planned development and transportation projects in the area would contribute to an increase in traffic volumes within the project area, which would increase transportation related noise levels in excess of the City of Elk Grove noise standards.	LS	None Required	

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PS - Potentially Significant *CS – Cumulative Significant* *N –No Impact*

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Air Quality				
Impact 4.7.1	Construction activities associated with the development of the proposed project may emit pollutants that exceed the thresholds set by the SMAQMD.	LS	None Required	LS
Impact 4.7.2	The project may subject sensitive receptors to short-term, temporary construction emissions. However, no odor producing uses are proposed on the project site.	LS	None Required	
Impact 4.7.3	Increased volumes of traffic to the project area could result in elevated concentrations of carbon monoxide. However, the increases in carbon monoxide concentrations would not result in violations of any state or federal ambient air quality standard for this pollutant.	LS	None Required	
Impact 4.7.4	Implementation of the proposed project along with expected growth in the area could exacerbate existing regional problems with ozone and particulate matter.	LS	None Required The proposed project would help to relieve congestion and reduce delay through allowing the roadway to operate an acceptable LOS. The project would have a less than significant contribution to cumulative pollutant increases in the region.	
Hydrology and Water Quality				
Impact 4.8.1	Soil disturbance associated with construction activities for the proposed project could cause accelerated soil erosion and sedimentation or the release of other pollutants to local drainages and waterways.	PS	**MM 4.8.1** The project would require an NPDES construction activities permit, which requires the project applicant and/or contractor to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). Prior to the issuance of grading permits, the City or its contractor shall prepare a Storm Water Pollution and Prevention Plan (SWPPP)	LS

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		to be administered through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) which describe the site, erosion and sediment controls, means of waste disposal, control of post-construction sediment and erosion control measures and maintenance responsibilities, water quality monitoring and reporting during storm events (which will be responsibility of the construction contractor), corrective actions for identified water quality problems and non-storm water management controls. The SWPPP shall address spill prevention and include a countermeasure plan describing measures to ensure proper collection and disposal of all pollutants handled or produced on the site during construction, including sanitary wastes, cement, and petroleum products. The measures included in the SWPPP shall ensure compliance with applicable regional, state and federal water quality standards. These measures shall be consistent with the City's Guidance Manual for On-Site Stormwater Quality Control Measures and Land Grading and Erosion Control Ordinance which may include (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydro seeding; (3) protecting downstream storm drainage facilities from sedimentation; (4) use of silt fencing and hay bales to retain sediment on the project site; (5) use of temporary water conveyance and water diversion structures to eliminate runoff; and (6) any other suitable measures. The SWPPP shall be submitted to and approved by the City and the Central Valley RWQCB. The City shall require all construction contractors to retain a copy of the approved SWPPP on each construction site.	
Impact 4.8.2 Constituents found in roadway runoff may degrade surface water quality	PS	**MM 4.8.2** The City shall implement BMPs to ensure that long-term water quality is protected. The BMPs shall be	LS

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		designed; constructed and maintained to meet a performance standard established by the City and shall conform to the provisions of the City's NPDES permit. The City shall monitor the effectiveness of the BMPs selected. Monitoring activities, along with funding for monitoring, shall be established and shall include, but not be limited to, initial setup, annual maintenance, and annual monitoring. The project shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Treatment Control BMPs involve physical treatment of the runoff, usually through structural means. Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs relevant to the proposed project that shall be implemented include, but are not limited to: 1) Provide a permanent storm drain message "No Dumping – Flows to Creek" or other approved message at each storm drain inlet. This may be accomplished with a stamped concrete impression (for curbs) or manufactured colored tiles, which are epoxied in place adjacent to the inlet (for parking lots and areas without curbs). 2) Vegetated or rock lined swales and rock energy dissipaters shall be used and designed to provide filtration of pollutants in project runoff. The project engineer shall consult with the City when designing these features, and designs shall be submitted to the City for review and approval prior to approval of the project plans. Water quality control features shall be consistent with the City's NPDES permit.	

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		3) Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavements through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. (The City of Elk Grove would be responsible for regular storm drain maintenance within the public right of way).	
Impact 4.8.3 Development of the proposed project may result in increased surface runoff and localized flooding.	PS	**MM 4.8.3** 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 report shall demonstrate that permanent drainage facilities will adequately serve the project, and that there will be no increases in off-site flooding from the project. The City shall be required to follow design standards in the City of Elk Grove *East Area Storm Drainage Master Plan* (2005) for 10-year and 100-year flood control facilities for roadways. The design of drainage facilities shall be done in coordination with City drainage/water quality staff so that the project drainage system would allow integration with the City planned detention basin (DET4) to be located on the north side of Bond Road near its intersection with Grant Line Road. If the proposed project does result in downstream drainage impacts, the City would be required to detain stormwater flows and/or improve local drainage facilities to meet City standards. The City shall also provide and dedicate drainage easements and install facilities in accordance with City	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			standards.	
Impact 4.8.4	Implementation of the proposed project could impede groundwater recharge.	LS	None required	
Impact 4.8.5	The proposed project would contribute to the cumulative effects of degradation of regional water quality, changes to runoff patterns, and the potential for increased flooding.	CS	**MM 4.8.5** Implement mitigation measures MM 4.8.1, MM 4.8.2, and MM 4.8.3. ~~Implementation of mitigations MM 4.8.1, MM 4.8.2, 4.8.3, and 4.8.4 would reduce the projects contribution to cumulative groundwater, water quality, and flooding impacts to less than significant.~~	LS
Geology and Soils				
Impact 4.9.1	Development of the project improvements would involve grading, the use of heavy machinery, and other earth movement. There is the potential for soil erosion due to excavation and grading activities.	LS	None Required	
Impact 4.9.2	Proposed pavement and utilities could incur significant damage as a result of underlying expansive or unstable soil properties. The project would be required to comply with all codes and standards relative to soils and foundation engineering.	LS	None Required	
Impact 4.9.3	The proposed roadway improvements could incur significant damage as a result of underlying expansive or unstable soil properties. Individual projects must comply with city requirements and the Uniform Building Code (UBC).	LS	None Required	
Biological and Natural Resources				
Impact 4.10.1	Implementation of the proposed project	PS	**MM 4.10.1a** If construction is proposed during the	LS

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would result in temporary and direct disturbance to Swainson's hawk habitat.		Swainson's hawk breeding/nesting season (March 1 to September 15), two focused surveys for active nests shall be conducted within a 1.0-mile radius of the project site. The surveys shall take place at least one week apart within 30 days of construction, with the second taking place within two days prior to the start of construction. If active Swainson's hawks/raptors nests are found within 1.0-mile of the construction site, the City shall consult with CDFG and a qualified biologist shall be retained by the City and clearing and construction shall be postponed or halted within 250 feet of the nests (or another buffer acceptable by CDFG) until additional nesting attempts no longer occur. If a nest tree is found on the project site prior to construction and is proposed for removal, then appropriate permits from CDFG shall be obtained and mitigation implemented pursuant to CDFG guidelines. Periodic monitoring shall continue throughout construction to ensure no new nests are constructed once construction begins. **MM 4.10.1b** In order to mitigate for the loss of 1.58 acres of Swainson's hawk foraging habitat, the City shall implement one of the following approved mitigation alternatives. Prior to any site disturbance, such as clearing or grubbing, or other site improvements, whichever occurs first, the City shall: • Preserve 1.0 acre of similar habitat for each acre lost. This land shall be protected through a fee title or conservation easement acceptable to the CDFG and the City of Elk Grove as set forth In Chapter 16.130.040(a) of the City of Elk Grove Municipal Code as such may be amended from time to time and to the extent that said Chapter remains in effect, OR	

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		• Submit payment of Swainson's hawk impact mitigation fee per acre of habitat impacted (payment shall be at a 1:1 ratio) to the City of Elk Grove in the amount set forth in Chapter 16.130 of the City of Elk Grove Code as such may be amended from time to time and to the extent that said chapter remains in effect. • Submit proof that mitigation credits for Swainson's hawk foraging habitat have been purchased at a California Department of Fish and Game approved mitigation bank.	
Impact 4.10.2 Development of the proposed project would result in temporary disturbance and permanent alteration of site conditions that could support burrowing owl.	PS	**MM 4.10.2** The City shall retain a qualified biologist to complete mitigation established by the DFG to "avoid and minimize impacts to burrowing owls at a project site and preserve habitat that will support viable owl populations." The biologist shall complete preconstruction surveys of suitable burrowing owl habitat at the project site and within surrounding areas (up to 150 feet outside the project area) no more than 30 days prior to ground disturbance activities. If burrowing owls are detected within the project area, the following shall apply (as outlined in DFG guidance): • During the nonbreeding season (September 1st through January 31st), no disturbance should occur within approximately 160-foot radius of an occupied burrow. During the nesting season (February 1st through August 31st), occupied burrows should not be disturbed within a 250-foot radius unless a qualified biologist approved by the DFG verifies through noninvasive methods that either (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging	LS

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		independently and are capable of independent survival; • To offset the loss of foraging and burrow habitat on the project site, equivalent acres of foraging habitat per breeding pair or unpaired resident bird, should be acquired and permanently protected. The protected lands should be adjacent to occupied burrowing owl habitat and at a location acceptable to the DFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable based on DFG guidance; • When destruction of occupied burrows is unavoidable, existing unsuitable burrows should be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows per DFG design specifications) at a ratio of 2:1 on the protected lands site; • If owls must be moved away from the disturbance area, passive relocation techniques (as outlined by the DFG [i.e., use of one-way doors]) should be used rather than trapping. At least one or more weeks will be necessary to accomplish this and allow the owls to acclimate to alternate burrows. • If no burrowing owls are detected during the preconstruction survey, no further action is necessary.	
Impact 4.10.3 Implementation of the proposed project would result in temporary and direct disturbance to nesting raptors and migratory birds (excluding burrowing owl and Swainson's hawk).	PS	**MM 4.10.3** If construction is proposed during the raptor breeding/nesting season (typically March 1 through August 31), a focused survey for active nests of raptors and migratory birds within and in the vicinity of (no less than 100-feet outside project boundaries, where possible) the project site	LS

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			shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist. If an active nest is located during preconstruction surveys, USFWS and/or DFG (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100-feet around the nest) or alteration of the construction schedule. No action is necessary if no active nests are found or if construction will occur during the nonbreeding season (generally September 1 through February 28).	
Impact 4.10.4	Implementation of the proposed project could result in the disturbance of jurisdictional waters of the US and wetlands regulated under Section 404 of the Clean Water Act.	PS	**MM 4.10.4** A report for Delineation of Waters of the US, Including Wetlands shall be completed and submitted to the ACOE for verification. Following verification, the City shall consult with the ACOE using the wetland delineation and following ACOE guidelines to establish actual acreage of potential impact to jurisdictional waters of the US and wetlands from project activities. For jurisdictional waters and wetlands that cannot be avoided, a no net loss of wetlands policy shall be employed and the appropriate permits (i.e., Section 404 and 401 under the Clean Water Act,) shall be obtained prior to site disturbance and the start of construction. The City shall comply with all permit conditions and employ best management practices and measures (established by the ACOE) to minimize and compensate for potential impact to any jurisdictional waters. In addition, wetland delineation and mitigation details shall be noted on the design plans for the proposed project.	LS

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Impact 4.10.5	Development of the project in addition to anticipated cumulative development in the project vicinity would result in disturbance to special status species and sensitive habitats throughout the region.	CS	**MM 4.10.5** Implement mitigation measures MM 4.10.1 through MM 4.10.4, and MM 4.3.1a through 4.3.1c. ~~Implementation of mitigation measures MM 4.10.1 through MM 4.10.5b, and MM 4.3.1 would reduce the overall contribution to cumulative biological resource impacts resulting from completion of the project. Therefore, proposed project contributions to the potential loss and/or restriction of biological resources in the region are considered less than significant.~~	LS
Cultural Resources				
Impact 4.11.1	The proposed project is not located in an area known to contain prehistoric, archeological, or paleontological resources.	N	None Required	
Impact 4.11.2	The proposed project is located in an area known to contain a historical resource. However, the project would not affect the identified historical resource.	LS	None Required	
Impact 4.11.3	The project could destroy or disturb currently unknown cultural resources that lie buried on the project site.	LS	None Required	
Impact 4.11.4	Implementation of the proposed project is not anticipated to disturbed any known cultural resources on the project site.	LS	None Required	
Public Services and Utilities				
Impact 4.12.1	Fire protection, law enforcement, and emergency crews responding to a call for service at the construction site or in the area of construction may not arrive within the	LS	None Required	

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	minimum response considered acceptable by the agencies.			
Impact 4.12.2	Project construction may impact existing utilities in the project area.	LS	None Required	
Impact 4.12.3	Project operation may impact maintenance of the roadway and landscaped areas.	LS	None Required	
Impact 4.12.4	The proposed project in combination with other proposed and approved projects, would incrementally increase the demand for maintenance of the roadway, storm water drainage, and landscaped areas. Provision of service occurs on a project-by-project basis.	LS	None Required	

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