

Measure 5.8-8: (All Project Alternatives in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Southbound Ramps / South Interchange.

Implementation of Mitigation Measure 5.8-8 would result in acceptable levels of service at the intersection of U.S. 101 Southbound Ramps / South Interchange, but associated queuing between the U.S. 101 southbound ramps and Cloverdale Boulevard would exceed storage capacity. For acceptable operation (i.e., no excessive queuing), a partial multi-lane roundabout with a 160-foot diameter is recommended (see Mitigation Measure 5.8-9). The proximity of the intersection of Cloverdale Boulevard / South Interchange to the U.S. 101 Southbound Ramps / South Interchange intersection dictates consolidation of the two intersections into a single roundabout.

Measure 5.8-9: (All Project Alternatives in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the construction of a roundabout that encompasses the intersections of Cloverdale Boulevard / South Interchange and the U.S. 101 Southbound Ramps / South Interchange.

Implementation of Mitigation Measure 5.8-9 (roundabout) instead of Mitigation Measures 5.8-7 and 5.8-8 (traffic signals) would eliminate excessive queuing between adjacent intersections, and also would result in an acceptable levels of service.

Measure 5.8-10: (Alternative E in the cumulative scenario only). The project sponsor would pay their fair share contribution towards the installation of traffic signals at the intersection of U.S. 101 Northbound Ramps / Citrus Fair Drive.

Implementation of Mitigation Measure 5.8-10 would result in acceptable levels of service at the intersection of U.S. 101 Northbound Ramps / Citrus Fair Drive.

5.9 Land Use and Agriculture

The following mitigation measures are recommended for Alternatives A, B, C, D, and E:

Measure 5.9-1: In accordance with FAR Part 77.17 the project Applicant has submitted FAA form SF 7460-1, "Notice of Proposed Construction or Alteration" for FAA review. Pertinent information about the alteration and appropriate attachments showing the type and location of the alteration has been submitted. The Applicant will continue to consult with FAA and will adhere to the recommendations of the FAA, concerning lighting and construction activities, received in response to the Applicant's form SF7460-1 submission.

Measure 5.9-2: To ensure that the proposed wastewater ponds do not become an attractant to hazardous wildlife (such as ducks, geese, and other birds), the pond shall be monitored for one year following construction by a qualified biologist on a monthly basis to determine if hazardous wildlife are being attracted to it. Should it be determined that the pond is an attractant, it shall be covered to eliminate wildlife access. Acceptable materials that could be used to cover the pond include solid covers, grids, mesh, or netting. In addition, all lighting, storm water drainage, and landscaping plans at the WWTP site shall be designed to reduce or negate wildlife attractants. A wildlife hazard biologist shall review all plans.