
MITIGATION MONITORING AND REPORTING PROGRAM: AUSTIN ROAD BUSINESS PARK AND RESIDENTIAL COMMUNITY

This Mitigation Monitoring and Reporting Program (MMRP) was prepared in accordance with Section 15097 of the California Environmental Quality Act (CEQA) Guidelines. Section 15097 requires that a lead agency establish a program to report on or monitor measures adopted as part of the environmental review process to mitigate or avoid significant effects on the environment. The MMRP for the Austin Road Business Park and Residential Community is presented here in the following table. As the CEQA Lead Agency, the City of Manteca is responsible for enforcement of the adopted mitigation measures.

This MMRP is designed to ensure that the mitigation measures necessary to reduce significant impacts identified in the Austin Road Business Park and Residential Community Draft EIR are implemented. The components of MMRP Table 1 are listed below:

Mitigation Measures: The mitigation measures are taken verbatim from the Austin Road Business Park and Residential Community Draft EIR.

Timing/Milestone: Identifies a schedule for conducting each mitigation action.

Responsible Entity: Identifies the entity responsible for implementing specific mitigation measures.

Mitigation Action: Identifies the specific action or actions that must be completed to implement the mitigation measure.

Monitoring and Enforcement Responsibility: Identifies the department/agency, consultant, or other entity responsible for overseeing that mitigation occurs.

Check off Date/Initials: To be filled out when individual mitigation is complete.

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5.3 Air Quality					
<p>5.3-1 Construction activities could generate substantial concentrations of criteria air pollutants, including fugitive dust.</p> <p>The construction contractor shall implement the following measures during construction activities:</p> <ul style="list-style-type: none"> • Require that all diesel engines be shut off when not in use to reduce emissions from idling. • Minimize the obstruction of traffic on adjacent roadways. • Water the active construction area three times per day during grading activities. • Use low-VOC paint during the painting of all residential and non-residential structures. 	During site grading/ construction activities	Project applicant, construction contractor(s)	Monitor on a regular basis to verify implementation of appropriate fugitive dust control measures and verify consultation with SJVAPCD was completed.	Planning and Engineering Division	
<p>5.3-2 Operation of the proposed project would generate emissions that may exceed SJVAPCD threshold for ROG, NOx and PM10.</p> <p>(a) The project applicant shall achieve residential, commercial, and industrial energy efficiency that exceeds 2008 Title 24 standards by 15 percent. The applicant shall demonstrate achievement of 15 percent exceedance to the City prior to approval of building permits.</p> <p>(b) The City shall verify, prior to approval of building permits, that natural gas fireplaces will be incorporated into all residential development, in place of wood and/or pellet burning stoves/fireplaces.</p> <p>(c) The City shall require residential and nonresidential development to use low VOC paint and electrical landscape equipment through deed restrictions.</p> <p>(d) The project applicant shall incorporate electrical outlets into the exterior design of all proposed structures to promote the use of electrical landscape equipment.</p>	(a)-(d) Prior to issuance of Building Permits	(a)-(d) Project applicant, construction contractor(s)	(a)-(d) Verify construction plans for ensure measures are incorporated into project design consistent with city standards.	(a)-(d) Planning and Building Division	
<p>5.3-3 Uses developed within the proposed project could expose sensitive receptors to project-generated toxic air emissions.</p> <p>Prior to approval of a Final Map, the project applicant(s) shall coordinate with the SJVAPCD during the initial stages of an individual project design to determine the potential TAC risk of that use type and scale. Further, the City</p>	Prior to approval of Final Map and/or site plan approval	Project applicant, construction contractor(s)	Verify consultation and implementation per SJVAPCD was completed	Planning and Engineering	

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shall ensure during the plan approval stage that loading docks are located away from existing/proposed residential structures, to the maximum extent feasible.					
5.3-4 Implementation of the proposed project could expose sensitive receptors to toxic air emissions from the adjacent SR 99. No residential structure shall be located within 250 feet of the nearest travel lane of SR 99 to the project site and/or 200 feet from centerline of the railroad.	Prior to approval of tentative map	Project applicant	Verify spacing requirement for any future residential lots	Planning and Building	
5.4 Biological Resources					
5.4-1 The proposed project could result in the loss of active burrowing owl nest or burrowing owl nesting habitat. (a) Discourage the presence of ground squirrels, which would discourage burrowing owls from occupying construction areas, by following one or more measures outlined in Section 5.2.4.15 of the SJMSCP, such as planting and/or retention of tall herbaceous vegetation, regular disking, or physical and chemical control of ground squirrels. Within 30 days prior to construction, the project applicant shall retain a qualified biologist to conduct a survey for burrowing owl in all appropriate habitat within 250 feet of the project site. The survey shall follow the 1995 CDFG Burrowing Owl Survey protocol. (b) Avoid all construction project related disturbances within a 250-foot protective buffer around the nest burrow during the breeding season. Where feasible, preserve nest burrows and burrow complexes and at least 6-acres of adjacent foraging habitat in place (i.e., in a 6-acre open space preserve). Where avoidance is not feasible, owls can be passively relocated ONLY during non-breeding season (September 1 through January 31). Passive relocation of burrowing owls, as described in the 1995 CDFG Burrowing Owl Survey Protocol, shall only be conducted in consultation with the CDFG. No disturbance shall be allowed within 250 feet of a nest site during	(a)-(b) Prior to issuance of grading permit/ project construction and during site grading construction activities.	(a)-(b) Project applicant/ construction contractor(s).	(a) Verify that pre-construction surveys for special status species have been completed through a letter from a qualified biologist. (b) Verify that required setbacks have been established, if needed, and consultation with CDFG if necessary.	(a)-(b) Planning Division	

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breeding season, until and unless the CDFG Technical Advisory Committee, with the concurrence of the permitting agencies' representatives on the Technical Advisory Committee, or a qualified biologist approved by the permitting agencies, verifies through non-invasive means that either (1) the birds have not begun egg laying or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. After the fledglings are capable of independent survival, the burrow can be removed.					
<p>5.4-2 The proposed project could result in the loss of nesting habitat for the Swainson's hawk, white-tailed kite, and other protected raptors.</p> <p>(a) If construction is to occur between February 16 through August 30, the project applicant, in consultation with the SJCOG and CDFG, shall conduct a pre-construction breeding-season survey of the project site within 30 days prior to when construction is planned to begin. The survey shall be conducted by a qualified biologist to determine if any birds are nesting on or within 100 feet of the construction area.</p> <p>(b) The project applicant, in consultation with the SJCOG and CDFG, shall avoid all bird nest sites located in the project site during the breeding season (approximately February 16 through August 30) while the nest is occupied with adults and/or young. This avoidance could consist of delaying construction to avoid the nesting season. Any occupied nest shall be monitored by a qualified biologist to determine when the nest is no longer used. If the construction cannot be delayed, avoidance shall include the establishment of a non-disturbance buffer zone around the nest site. The size of the buffer zone shall be two times the dripline diameter from the nest, or 100 feet. The buffer zone shall be delineated by highly visible temporary construction fencing.</p> <p>Removal of nest trees shall only occur outside the nesting season (non-breeding season), and only in consultation with the SJCOG and CDFG.</p>	(a)-(b) Prior to issuance of grading permit/ project construction and during site grading construction activities.	(a)-(b) Project applicant/ construction contractor(s).	(a) Verify that pre-construction consultation with SJCOG and CDFG if construction will occur between February 16 through August 30. (b) Verify pre-construction consultation and surveys.	(a)-(b) Planning Division	
<p>5.4-3 The proposed project could result in the loss of foraging habitat for Swainson's hawk.</p> <p>The project applicant shall comply with the SJMSCP through payment of mitigation fees for the appropriate amount of natural and agricultural habitat as</p>	Prior to issuance of any building permits/ construction	Project applicant/ construction contractor(s).	Verify payment of applicable SJMCP fees.	Planning and Building divisions.	

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described in the SJMSCP. Details of the mitigation fee and acreage amounts shall be determined in consultation with the SJCOG, but will generally include payment of fees to the SJMSCP to compensate for loss of Agriculture and Natural habitat at a 1:1 ratio.	activities				
<p>5.4-4 The proposed project could result in the loss and disturbance of trees protected by the City of Manteca’s ordinances.</p> <p>Prior to the issuance of a grading permit, a tree survey shall be conducted by a qualified arborist to enumerate and evaluate all trees on the proposed project site that meet the standards in the applicable Manteca Municipal Code.</p> <p>Trees that are subject to protection but are proposed to be removed as a result of project implementation shall be replaced in accordance with tree planting specifications established by the Manteca Municipal Code (17.19.060). The project applicant shall meet the replacement guidelines outlined in the City’s tree ordinance. Replacement trees shall be planted on-site at a location in the general vicinity that is agreeable to the City and shall be monitored in accordance with monitoring protocols agreed to by the City.</p> <p>If monitoring indicates that replacement plantings are not meeting performance standards, remedial measures, determined in coordination with the City, shall be implemented.</p>	Prior to issuance of any building permits/ construction activities	Project applicant/ construction contractor(s).	Verify pre-construction survey was conducted, if necessary, by a qualified arborist in compliance with the Manteca Municipal Code.	Planning and Park & Recreation	

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5.5 Cultural Resources					
<p>5.5-2 The proposed project could cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines or disturb human remains, including those interred outside of formal cemeteries.</p> <p>(a) In the event that any prehistoric or historic subsurface archaeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during construction-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City of Manteca Community Development Department shall be notified. The City shall consult with a qualified archeologist retained at the applicant’s expense to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), representatives of the City and the qualified archaeologist shall meet to determine the appropriate course of action, with the City making the final decision. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archaeologist according to current professional standards.</p> <p>If the archaeologist determines that some or all of the affected property qualifies as a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (Public Resources Code §5097.9) or a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code §5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (Public Resources Code §5097.993), the archaeologist shall recommend to the City potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts on it, including any or a combination of the following:</p>	<p>(a)-(b) Prior to issuance of first building permit and during construction activities/site grading.</p>	<p>(a)-(b) Project applicant/ construction contractor(s).</p>	<p>(a) Verify that all construction activities cease if archaeological artifacts are discovered and pursue appropriate management actions to remove and preserve encountered remains and/or artifacts.</p>	<p>(a)-(b) Engineering and Building</p>	

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<ul style="list-style-type: none"> • Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization. If such an organization is willing to accept and maintain such an easement, or alternatively, a cultural resource organization that holds conservation easements; • An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or • Other measures, short of full or partial avoidance or preservation, intended to minimize impacts on the Native American Cultural Place consistent with land use assumptions and the proposed design and footprint of the development project for which the requested grading permit has been approved. • After receiving such recommendations, the City of Manteca shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of land use assumptions and the proposed design and footprint of the development project. The City shall, in reaching conclusions with respect to these recommendations, consult with both the project applicant and the most appropriate and interested tribal organization. 					

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<p>(b) If human remains are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 50 feet of the remains shall be halted immediately, and the City of Manteca Community Development Department and the County coroner shall be notified immediately. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of state law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City, before the resumption of ground-disturbing activities within 50 feet of where the remains were discovered.</p>			<p>(b) Verify that construction activities cease if human remain are discovered and pursue appropriate management actions to remove and preserve encountered remains.</p>		
5.6 Noise					
<p>5.6-1 Construction of the proposed project could result in a substantial temporary increase in ambient noise levels experienced by existing and project-related sensitive receptors.</p> <p>(a) The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by the project contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 300 feet of the project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period • Ensure that construction equipment is properly muffled according to industry standards and be in good working condition 	<p>(a)-(c) During site construction activities.</p>	<p>(a)-(c) Project applicant, construction contractor(s).</p>	<p>(a)-(c) Monitor during construction as necessary to verify implementation of appropriate noise control measures.</p>	<p>(a)-(c) Planning and Building Division.</p>	

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<ul style="list-style-type: none"> • Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources • Use electric air compressors and similar power tools rather than diesel equipment, where feasible • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents 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. <p>Contract specifications shall be included in the proposed project construction documents.</p> <p>(b) The project applicant shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the project area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents.</p> <p>(c) The project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed project construction documents.</p>					
<p>5.6-3 Operation of land uses associated with the proposed project could result in a substantial increase in ambient noise levels associated with the operation of stationary noise sources.</p> <p>The developer shall provide proper shielding for all new HVAC systems used by the proposed high-density residential and mixed use buildings to achieve an attenuation of 15 dBA at 50 feet from the equipment.</p>	Prior to issuance of building permits.	Project applicant, construction contractor(s)	Verify HVAC system specifications to ensure appropriate noise control measures.	Planning and Building Division.	

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<p>Austin Road/Moffat Boulevard</p> <ul style="list-style-type: none"> • Install a traffic signal that is pre-empted by the crossing protection devices at the adjacent Union Pacific Railroad crossing arms. • Widen the southbound approach to include a shared left-through lane and a separate right-turn lane. • Widen south-eastbound Moffat Boulevard approach to include separate left-turn, through, and right-turn lanes. • Widen the north-westbound departure on Moffat Boulevard to include two lanes. <p>(c) The City of Manteca shall work with Caltrans, SJCOG, and the City of Ripon to develop a sub-regional impact fee program to generate funds to relocate the Austin Road/SR 99 interchange. The project applicant shall pay the appropriate Austin Road interchange fee to assist in the implementation of the new interchange. The project applicant and the City shall also work to implement an extension of Woodward Avenue to Austin Road by doing the following:</p>	(c), (d) Prior to issuance of building permits that triggers need for this improvement.	(c), (d) Project applicant, construction contractor(s), and City where applicable	(c) Develop Regional impact fee program and pay appropriate fees.	(c), (d) Planning, Building Divisions and Engineering.	

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<ul style="list-style-type: none"> • The project applicant shall dedicate sufficient right of way to allow for the realignment of Woodward Avenue to intersect with Austin Road south of the Union Pacific Railroad crossing. • The City of Manteca shall update the PFIP to include the realignment of Woodward Avenue, a new intersection with a traffic signal at Woodward Avenue Extension/Austin Road, a new intersection with a traffic signal at Woodward Avenue/Woodward Avenue Extension, and a new intersection with a traffic signal at Woodward Avenue/Moffat Boulevard. These final two signals shall be pre-empted by the crossing control devices at the adjacent Union Pacific Railroad crossing. • The project applicant shall pay the full PFIP fee at time of building permit approval. • In conjunction with the opening of the Woodward Avenue extension, the project applicant shall pay for or implement the construction of barriers to restrict access from Moffat Boulevard to Austin Road to right-in/right-out movements only. Alternatively, Moffat Boulevard could be closed to traffic immediately south of the existing Woodward Avenue intersection and be converted into a cul-de-sac. <p>(d) The City shall only approve building permits to a point where the ARBPRC project generates up to 919¹ PM peak hour trips. A traffic study shall be required for any potential development to confirm the PM peak hour trip generation of the proposed and approved development in the ARBPRC. Any building permit approvals beyond this level can only be approved upon the completion of the relocated Austin Road/SR 99 interchange or the completion of a supplemental traffic analysis, which determines that the mitigation measures listed above are no longer necessary or identifies equally effective mitigation.</p>			(d) Verify completion of a traffic study that demonstrates that the construction of a new interchange is not necessary.		

1 Up to 1,444 PM peak hour trips could be accommodated if the California Public Utilities Commission allowed the widening of Austin Road to five lanes across the Union Pacific Railroad Tracks.

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<p>5.9-2 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels at Main Street/Eastbound SR 120 Ramps signalized intersection.</p> <p>The project applicant shall pay for/implement the following intersection improvements at the Main Street/Eastbound SR 120 Ramps intersection:</p> <ul style="list-style-type: none"> Lengthen the eastbound right turn lane to 600 feet and the northbound right turn to 500 feet; and Re-time the traffic signal. 	Prior to issuance of any building permits.	Project applicant, construction contractor(s).	Verify construction improvements have been installed.	Engineering.	
<p>5.9-4 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Main Street/Woodward Avenue intersection.</p> <p>(a) The City shall update the PFIP project list to include new traffic signal at the Main Street/Woodward Avenue intersection. The City must also ensure that the intersection improvement is constructed at such a time that a traffic analysis determines that the improvements are warranted.</p> <p>(b) The project applicant shall pay the full PFIP fee for local roadway improvements at the time building permits are issued.</p> <p>(c) The City could establish a fair-share payment program in Southern Manteca and require the project applicant to either construct the traffic signal or pay a fair-share payment to be calculated at time the signal is required (assuming that the City or another party constructs the traffic signal).</p>	(a)-(c) Prior to issuance of any building permits.	<p>(a) City</p> <p>(b) Project applicant, construction contractor(s).</p> <p>(c) City/ Project applicant, construction contractor(s)</p>	<p>(a) Update PFIP project list.</p> <p>(b) Pay PFIP fee</p> <p>(c) Develop fair share payment program and verify fees paid or traffic signal is constructed</p>	(a)-(c)Public Works, Planning and Building	
<p>5.9-5 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Van Ryn Avenue/Industrial Park Drive intersection.</p> <p>(a) The City shall update the PFIP project list to include a new traffic signal or roundabout at the Van Ryn Avenue/Industrial Park Drive intersection. The City must also ensure that the intersection improvement is constructed at such a time that a traffic analysis determines that the improvements are warranted.</p>	(a)-(c) Prior to issuance of any building permits.	(a) City Public Works Department	(a) Verify Payment of PFIP fees as well as construction of intersection improvements.	(a), (c) Engineering	

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<p>(b) The project applicant shall pay the full PFIP fee for local roadway improvements at the time building permits are approved.</p> <p>or</p> <p>(c) The City could establish a fair-share payment program in Southern Manteca and require the project applicant to either construct the traffic signal or pay a fair-share payment to be calculated at time the signal is required (assuming that the City or another party constructs the traffic signal).</p>		<p>(b) Project applicant, construction contractor(s).</p> <p>(c) (a) City Public Works Department, and/or project proponent</p>	<p>(b) Verify payment of full PFIP fees for local roadway improvements.</p>	<p>(b) Engineering, Building</p>	
<p>5.9-6 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Woodward Avenue/Atherton Drive intersection.</p> <p>(a) The City shall update the PFIP project list to include a new traffic signal at the Woodward Avenue/Atherton Drive intersection. The City must also ensure that the intersection improvement is constructed at such a time that a traffic analysis determines that the improvements are warranted.</p> <p>(b) The project applicant shall pay the full PFIP fee for local roadway improvements at the time building permits are approved.</p> <p>or</p> <p>(c) The City could establish a fair-share payment program in Southern Manteca and require the project applicant to either construct the traffic signal or pay a fair-share payment to be calculated at time the signal is required (assuming that the City or another party constructs the traffic signal).</p>	<p>(a)-(c) Prior to issuance of any building permits.</p>	<p>(a) City Public Works Department, and/or project proponent</p> <p>(b) Project applicant, construction contractor(s).</p> <p>(c) City Public Works Department, and/or project proponent</p>	<p>(a), (c) Verify payment of necessary PFIP fees, and/or installation of necessary improvements have been installed.</p> <p>(b) Verify payment of all required PFIP fees</p>	<p>(a), (c) Engineering</p> <p>(b) Engineering, Building</p>	
<p>5.9-7 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Austin Road/Ripon Road intersection.</p> <p>The City of Manteca shall work with the City of Ripon and San Joaquin County to develop a fair-share funding program for improvements at this intersection. Based on this fair-share program, the project applicant shall pay its fair-share for the following improvements at the Austin Road/Ripon Road intersection:</p>	<p>Prior to issuance of any building permits.</p>	<p>City Public Works Department, and/or project proponent</p>	<p>Verify Regional funding program established and/or necessary improvements have been made.</p>	<p>Engineering</p>	

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<ul style="list-style-type: none"> • Install a traffic signal. • Widen the north leg of the intersection to two lanes in each direction for at least 600 feet. • Widen the east leg of the intersection to two lanes in each direction for at least 600 feet. • Provide a channelized westbound right turn lane at the intersection. • Provide a left-turn lane, and a shared left, through, right-turn lane on the southbound approach. <p>In order to implement the improvement, the project applicant may be required to construct the improvements above, but will be provided with a right of reimbursement from third parties who benefit from the intersection improvements.</p>					
<p>5.9-8 The proposed project would cause an increase in traffic which would degrade or exacerbate unacceptable LOS on 13 freeway mainline segments near the project.</p> <p>The project applicant shall pay the San Joaquin County Regional Transportation Impact Fee prior to the approval of building permits.</p>	Prior to issuance of any building permits.	Project applicant, construction contractor(s).	Verify payment of fees.	Building Department.	
<p>5.9-9 The proposed project would cause an increase in traffic which would degrade or exacerbate unacceptable operations at freeway merge, diverge, and weaving areas near the project.</p> <p>The project applicant shall pay the San Joaquin County Regional Transportation Impact Fee as building permits are approved.</p>	Prior to issuance of any building permits.	Project applicant, construction contractor(s).	Verify payment of fees.	Building Department.	
<p>5.9-10 The proposed project would generate new pedestrian travel within site.</p> <p>The City shall review the pedestrian circulation of the ARBPRC as more detailed plans are developed. The City shall require the developer to address any design features that would lead to overly circuitous pedestrian circulation or other issues that discourage pedestrian travel.</p>	Prior to the approval of any future entitlements within the project area.	Project applicant, construction contractor(s).	Staff to review pedestrian circulation and condition as necessary when future maps and/or development plans have been submitted for review.	Planning/ Public Works	

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<p>5.9-11 The proposed project would generate new bicycle travel within the site. The City shall review the bicycle circulation of the ARBPRC as more detailed plans are developed. The City shall require the developer to include bicycle facilities that are required by the City's Bicycle Master Plan, or City code. The City shall make recommendations for other improvements that could enhance the bicycle environment of the ARBPRC area.</p>	Prior to the approval of any future entitlements within the project area.	Project applicant, construction contractor(s).	Staff to review bicycle circulation and condition as necessary when future maps and/or development plans have been submitted for review.	Planning/ Public Works	
<p>5.9-12 The proposed project may create an ultimate need for transit service to the site. The City shall review the ARBPRC site plan to ensure that potential future transit is adequately accommodated within the site. The City shall make recommendations for transit facilities so that future service is not precluded in the area.</p>	Prior to approval of future entitlement applications (i.e tentative subdivision map and/or site plan review)	Project applicant, construction contractor(s).	Staff to review future applications and condition as necessary when future maps and/or development plans have been submitted for review.	Planning/ Public Works	
<p>5.9-14 The proposed project would generate traffic on new internal project roadways. The project applicant shall construct the internal project roadways with the lane widths shown in Figure 5.9-11.</p>	Prior to issuance of any building permits.	Project applicant, construction contractor(s).	Verify installation of internal project roadways as required.	Engineering.	
<p>5.9-15 The proposed project would cause an increase in traffic which would degrade the signalized intersection operations to unacceptable levels at the Main Street/SR 120 Ramp terminal The project applicant shall pay the updated PFIP interchange fee, or if this fee is not yet in place, the project shall pay a fair-share fee for the Main Street/SR 120 interchange improvements.</p>	Prior to issuance of any building permits.	Project applicant, construction contractor(s).	Verify payment of the updated PFIP interchange fee.	Public Works/ Building Department.	

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<p>5.9-17 The proposed project exacerbates unacceptable operations at the Main Street/Woodward Avenue intersection.</p> <p>The City shall update the PFIP Transportation Project List to include the following project at the Main Street/Woodward Avenue intersection.</p> <ul style="list-style-type: none"> • Install a traffic signal; • Construct two left, one through, and a shared through-right lane on the southbound approach. • Construct one left, one through, and a shared through-right lane on the northbound approach. • Construct a second through lane and add a receiving lane west of Main Street that extends at least 600 feet. • Construct separate left, through, and right-turn lanes on the eastbound approach. <p>To implement these measures, widening in the northwest and southwest quadrants of the intersection would be necessary. Consistent with past practices, the City would require right-of-way dedications in these quadrants (in conjunction with planned residential developments) to ensure that the above improvements can be constructed. The City shall update the PFIP project list to include roadway widening on Main Street to accommodate the intersection improvements. The City shall also require that all future development projects pay the PFIP fee for local roadways at the time of building permit approval.</p>	Prior to issuance of any building permits.	City Public Works Department, and/or project proponent	Verify updated PFIP and payment of the updated PFIP fees.	Public Works.	
<p>5.9-18 The proposed project would exacerbate unacceptable operations at the Van Ryn Avenue/Industrial Park Drive intersection.</p> <p>The City shall update the PFIP Transportation Project List to include a roundabout or new traffic signal at the Van Ryn Avenue/Industrial Park Drive intersection. Any new traffic signal shall be pre-empted by the crossing protection devices at the adjacent Union Pacific Railroad crossing and be coordinated with the Moffat Boulevard/Spreckels Avenue intersection. The City shall also require that all future development projects pay the PFIP fee for local roadways at the time of building permit approval.</p>	Prior to issuance of any building permits.	City Public Works Department, and/or project proponent	Verify updated PFIP and payment of the updated PFIP fees.	Public Works.	

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<p>5.9-19 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Woodward Avenue/ Van Ryn Avenue intersection.</p> <p>The City shall update the PFIP Transportation Project list to include a new traffic signal at the Van Ryn Avenue/Woodward Avenue intersection. It is also recommended that the City update the PFIP project list to include the widening of Woodward Avenue to four lanes between Bridewell Avenue and Austin Road. The City shall also require that all future development projects pay the PFIP fee for local roadways at the time of building permit approval.</p>	Prior to issuance of any building permits.	City Public Works Department, and/or project proponent	Verify updated PFIP and payment of the updated PFIP fees.	Public Works..	
<p>5.9-20 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Woodward Avenue/ Pillsbury Road intersection.</p> <p>The City shall update the PFIP Transportation Project list to include a new traffic signal at the Woodward Avenue/Pillsbury Avenue intersection. It is also recommended that the City update the PFIP project list to include the widening of Woodward Avenue to four lanes between Bridewell Avenue and Austin Road. The City shall also require that all future development projects pay the PFIP fee for local roadways at the time of building permit approval.</p>	Prior to issuance of any building permits.	City Public Works Department, and/or project proponent	Verify updated PFIP and payment of the updated PFIP fees.	Public Works.	
<p>5.9-21 The proposed project would cause an increase in traffic which would degrade intersection operations to unacceptable levels and meet AM and/or PM peak hour signal warrants at the Woodward Avenue/Atherton Drive intersection.</p> <p>The City shall update the PFIP Transportation Project list to include a new traffic signal at the Woodward Avenue/Atherton Drive intersection. It is also recommended that the City update the PFIP project list to include the widening of Woodward Avenue to four lanes between Bridewell Avenue and Austin Road. The City shall also require that all future development projects pay the PFIP fee for local roadways at the time of building permit approval.</p>	Prior to issuance of any building permits.	City Public Works Department, and/or project proponent	Verify updated PFIP and payment of the updated PFIP fees.	Public Works.	

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<p>5.9-22 The proposed project would exacerbate unacceptable operations at the four intersections around the Austin Road/ SR 99 interchange</p> <p>Include the following intersection modification at the Austin Road/Yosemite Avenue intersection in the PFIP project list:</p> <ul style="list-style-type: none"> Construct an additional eastbound right-turn lane. <p>In addition, the project applicant shall pay a fair-share fee to construct separate eastbound left and right-turn lanes at the Jack Tone Road/Graves Road intersection. The City shall also require that all future development projects pay the PFIP fee for local roadways at the time of building permit approval.</p>	Prior to issuance of any building permits.	City Public Works Department, and/or project proponent	Verify updated PFIP and payment of the updated PFIP fees.	Public Works.	
<p>5.9-24 The proposed project would exacerbate unacceptable freeway mainline operations on all 16 freeway mainline segments near the project.</p> <p>The project applicant shall pay the San Joaquin County Regional Transportation Impact Fee prior to the approval of building permits.</p>	Prior to issuance of any building permits.	Project applicant, construction contractor(s).	Verify updated PFIP and payment of the SJC RTIF fees.	Building Department	
5.10 Global Climate Change					
<p>5.10-1 The proposed project would contribute to greenhouse gas emissions.</p> <p>The Project shall prepare and implement GHG emissions reduction plans for all areas to be developed within the Project site, and shall implement all feasible construction-related and long-term GHG emission reduction strategies.</p> <p>For each tentative small lot subdivision map application or grading permit application for areas of the project site to be developed without further subdivision, the Project applicant shall prepare and submit to the City a GHG reduction plan. Each GHG emissions reduction plan shall identify all feasible measures to reduce construction-related and long-term GHG emissions associated with development and land uses within the subject area and shall demonstrate compliance with applicable state and local greenhouse gas emission reduction regulations in effect at the time of each tentative small-lot map or grading plan application. Prior to the City's approval of each tentative small-lot map or grading plan, the City shall review and approve the GHG emissions reduction plan, verify that the plan achieves all feasible GHG emission reduction strategies and shall require that the Project implement all feasible strategies identified in the plan.</p>	Prior to and during site construction activities.	Project applicant, construction contractor(s).	Verify implementation of construction related reduction plans, as well as operational reduction plans.	Planning, Building and Engineering.	

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<p>Construction-related GHG emission reduction measures to be considered for feasibility and incorporation to the GHG emissions reduction plan shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> (a) Retrofit diesel-powered equipment with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. (b) Use alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent feasible at the time construction activities commence. (c) Use locally-available building materials, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure to the extent feasible. (d) Establish a construction management plan with the local waste haulers to divert a target of 50 percent of construction, demolition, and site clearing waste. (f) Operational GHG emission reduction measures shall also be included in GHG reduction plans to be developed in conformance with Mitigation Measure 5.10-1(a) - (d). Measures to be considered for feasibility and incorporation in the GHG emissions reduction plan shall include, but not be limited to: <ul style="list-style-type: none"> 1. Include electric vehicle charging facilities at parking areas of all new homes. 2. Provide the minimal amount of car parking required and increase the amount of bike storage and parking areas at multi-family residential and non-residential projects. 3. Payment of transportation impact fees to fund public transit service. 4. Orient lot configurations to provide convenient access to transportation options. 5. Include energy efficient designs and materials for buildings, appliances, lighting and office equipment. 6. Incorporate use of solar panels, water reuse systems, and composting and on-site renewable energy production when feasible. 					

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7. Include low-emitting furnaces in all residential, commercial, and mixed-use buildings within the Project. 8. Include skylights in structures to reduce the need for general area lighting on sunny days. 9. Participate in local-area recycling programs through provision of convenient recycling bins and separation facilities. 10. Incorporate landscape designs that reduce energy and water consumption, such as planting drought resistant native trees that increase area-wide shade and xeriscaping. 11. Prohibit requirements that front and side yards of single family homes be planted with turf grass, and permit and encourage bunch grass and low-water landscaping. 12. Install Energy Star labeled roof materials in all occupied or other conditioned structures. 13. Provide optimized thermal distribution in all occupied and other conditioned structures by separating ventilation and thermal conditioning systems. 14. Provide solar water heaters for all occupied and other conditioned structures. 15. Provide energy efficient appliances (e.g., Energy Star) in all residential units and commercial structures. 16. Equip all occupied and conditioned structures with energy-reducing programmable thermostats that automatically adjust temperature settings. 17. Equip all occupied and conditioned structures with low-water use appliances.					
Initial Study – Effects Found to be Less Than Significant (Issues that were considered with mitigation, but focused out of the EIR that were identified as being less than significant in the Initial Study)					
CULT-1 Should paleontological resources be identified at any project construction sites during any phase of construction, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Manteca Community Development Department. The project applicant shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe	During construction activities for the project when	Project applicant, construction contractor(s).	Verify that construction activities cease if paleontological resources are	Engineering and Building.	

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mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City of Manteca Community Development Department shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.	paleontological resources are discovered.		discovered, and ensure that a qualified paleontologist is retained.		
<p>HAZ-1a) The applicant shall ensure that recommendations for subsurface investigations in areas near existing and former USTs, areas for oil storage, and in the vicinity of leaking irrigation pumps are implemented prior to site preparation. The applicant shall ensure any contaminated sites are remediated to meet State and County regulations and any required remediation shall be completed prior to construction.</p> <p>b) If, during site preparation, visual or olfactory evidence of contamination is observed when soils are disturbed during construction, the applicant shall ensure the location is investigated and remediated to meet State and County regulations and any required remediation shall be completed prior to resuming construction.</p> <p>c) Prior to submittal of a small lot tentative subdivision map or plans for residential or other sensitive development, properties not previously evaluated with a current Phase I Environmental Site Assessment may be required to complete a Phase I Environmental Site Assessment. A Phase I Environmental Site Assessment shall be conducted by a qualified professional. If past commercial agricultural uses are disclosed that could have resulted in persistent contamination, soil sampling shall be conducted within former commercial agriculture areas. In these instances, prior to setting conditions for subdivision development, soil investigation shall be conducted according to guidelines developed by the California Department of Toxic Substances Control (DTSC) and contained in the DTSC August 2002 "Interim Guidance for Sampling Agricultural Fields for School Sites", or equivalent protocol. Sampling and site investigation shall be conducted by a California registered environmental professional with applicable permits.</p>	(a)-(c) Prior to issuance of any demolition permits.	(a)-(c) Project applicant, construction contractor(s).	<p>(a), (b) Verify all remediation and recommended investigations of specified areas have been completed.</p> <p>(c) Verify at time of submittal of a small lot tentative subdivision map or plans for residential development, that all lands within the proposed mapping area have been properly evaluated in a current Phase I Environmental Site Assessment.</p>	(a)-(c) Engineering and Planning.	

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<p>As a result of soil investigation, a limited and confined area of contamination may be identified and found to be suitable for simple removal. If this is the case, remediation will be required to meet State and County regulations and be completed prior to recordation of the final small lot subdivision map or equivalent final approval for residential projects.</p> <p>As a result of soil investigation, unconfined and/or widespread residual concentrations of agricultural chemicals may be identified at levels where they individually or in combination meet or exceed US EPA, CalEPA Preliminary Remediation Goals, or equivalent screening levels, thereby indicating the need for risk assessment. Any indicated risk assessment shall be completed prior to improvement plans or equivalent approval. Risk assessments shall include a DTSC Preliminary Endangerment Assessment or no further action determination, or equivalent.</p> <p>Any remedial action indicated by a risk assessment shall be completed and certified prior to recordation of the small lot tentative subdivision final map or equivalent final approval. Remediation shall include a DTSC Remedial Action Workplan, or equivalent, and can include a range of activities, including restrictions on use, soil excavation and disposal off-site, or encapsulation in appropriate areas away from sensitive receptors in the project area.</p>					