

| Description of Measure  | Timing   | Implementing Party     | Monitoring Party   | Monitoring Actions  |
|---|--|------------------------|--|---|
| <b>Agricultural Resources</b>   |  |                        |  |   |
| <p><b>Mitigation Measure AG-1: Pay Agricultural Mitigation Fee</b></p> <p>The project proponent shall pay the agricultural mitigation fee as required by Manteca Municipal Code Chapter 13.42.</p>  | <p>Prior to issuance of building permit</p>                  | <p>Project sponsor</p> | <p>City of Manteca Building and Planning Divisions of the Community Development Department (Building) (Planning)</p> | <p>Verify before issuance of building permit</p>  |
| <b>Air Quality</b>  |  |                        |  |   |
| <p><b>Mitigation Measure AQ-1a: Prepare and Implement a Dust Control Plan</b></p> <p>To control the generation of construction-related PM10 emissions, the City of Manteca (City) will require construction contractors to prepare a dust control plan and submit it to SJVAPCD at least 48 hours before any earthmoving or construction activities. As previously indicated, implementation of a dust control plan would satisfy the requirements of Regulation VIII (Cadrett pers. comm.). The requirements of the dust control plan are described in Appendix D [of the DEIR].</p>   | <p>Prior to project site grading</p>                         | <p>Project sponsor</p> | <p>City of Manteca Engineering Division of the Public Works Department (Engineering)</p>                             | <p>Require prior to issuing grading permit</p> <p>Verify implementation of dust control plan periodically during construction</p> |
| <p><b>Mitigation Measure AQ-1b: Implement Measures to Reduce Construction Emissions</b></p> <p>The City will require construction contractors to implement measures to reduce construction-related emissions. Such measures will include the following:</p> <ul style="list-style-type: none"> <li>■ Limit the area subject to excavation, grading, and other construction activity to one activity or phase at a time.</li> <li>■ Limit the hours of operation of heavy-duty equipment to a maximum of 8 hours per day 5 days per week, or limit the amount of equipment operated concurrently.</li> <li>■ Require that all diesel engines be shut off when not in use to reduce emissions from idling.</li> </ul> | <p>Prior to site grading and during project construction</p> | <p>Project sponsor</p> | <p>Engineering</p>   | <p>Verify implementation of measures to reduce construction emissions periodically during construction activities</p>             |

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| <ul style="list-style-type: none"> <li>■ Implement activity management (e.g., rescheduling activities to reduce short-term impacts) to minimize concurrent operation of construction equipment and concurrent construction of project phases.</li> <li>■ During the smog season (May through October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time. During periods of high ambient pollutant concentrations, such as “Spare the Air Days” declared by SJVAPCD, curtail or cease construction.</li> <li>■ Minimize the obstruction of traffic on adjacent roadways.</li> <li>■ Power construction equipment with diesel engines that are fueled by alternative diesel fuel blends or ultra-low-sulfur diesel (ULSD), or replace fossil-fueled construction equipment with electrically driven equivalents (provided they are not run via a portable generator). Only fuels that have been certified by ARB will be used. ARB has verified specific alternative diesel fuel blends for NOx and particulate matter emissions reductions. The applicant will also use ARB-certified alternative-fueled (compressed natural gas [CNG], liquid propane gas [LPG], electric motors, or other ARB-certified off-road technologies) engines in construction equipment where practicable.</li> <li>■ Use construction equipment that meets the current off-road engine emissions standard (as certified by ARB) or is “repowered” with an engine that meets this standard. Tier I, Tier II, and Tier III engines have significantly less NOx and PM emissions compared with uncontrolled engines. Off-road trucks will be equipped with on-road engines when possible.</li> </ul> | <p>As required by San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 9510</p> | <p>Project sponsor</p> | <p>Planning</p>  | <p>Verify prior to issuing grading and building permits</p> |
| <p><b>Mitigation Measure AQ-1c: Implement Measures to Comply with SJVAPCD Rule 9510, Indirect Source Review</b></p> <p>The project applicant will enter into a developer agreement with SJVAPCD and conduct an air impact assessment, as required by SJVAPCD Rule 9510. Required emissions control measures and off-site emissions reduction fees (if necessary) will be calculated by the project applicant through the permitting process, as dictated by Rule 9510, to reduce construction-related NO<sub>x</sub> emissions by 20% and PM10 emissions by 45% compared with the statewide fleet average.</p>   |   |                        |                  |   |

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| <p><b>Mitigation Measure AQ-1d: Enter into a Development Mitigation Contract</b></p> <p>The project applicant will enter into a development mitigation contract with SJVAPCD to mitigate or reduce project emissions beyond the requirements of Rule 9510 through the payment of fees (on a per-ton basis) to SJVAPCD. The payment of fees will be made to SJVAPCD based on the fee schedule in the development mitigation contract and the amount of reduction necessary to offset project NO<sub>x</sub> and ROG emissions below SJVAPCD thresholds.</p>   | <p>As required by SJVAPCD</p>                 | <p>Project sponsor</p> | <p>Planning</p>                 | <p>Verify prior to issuing grading and building permits</p>  |
| <p><b>Mitigation Measure AQ-1e: Incorporate Additional Innovative Measures to Reduce Air Quality Impacts</b></p> <p>SJVAPCD will encourage innovation in measures to reduce air quality impacts. Several applicable measures will be incorporated into the design and operation of the proposed project to provide additional reductions in the overall level of emissions where feasible. These measures will include the following:</p> <ul style="list-style-type: none"> <li>■ Energy-efficient design will be provided for homes and buildings, including automated control systems for heating and air-conditioning and energy efficiency beyond Title 24 requirements, lighting controls and energy-efficient lighting in buildings, increased insulation beyond Title 24 requirements, and light-colored roof materials to reflect heat.</li> <li>■ Large canopy trees will be carefully selected and located to protect buildings from energy-consuming environmental conditions.</li> <li>■ If transit service is available to the project site, improvements shall be made to encourage its use. If transit service is not currently available but is planned for the area in the future, easements will be reserved to provide for future improvements. These include bus turnouts, loading areas, route signs, and shade structures. Appropriations made to facilitate public or mass transit will help mitigate trips generated by the project.</li> <li>■ Sidewalks and bicycle paths will be provided throughout as much of the project as possible and connect to any nearby open space areas, parks, schools, and commercial areas to encourage walking and bicycling. Connections to nearby public uses and commercial areas will be made as direct as possible to promote walking for some trips.</li> </ul> | <p>During project design and construction</p> | <p>Project sponsor</p> | <p>Planning and Engineering</p> | <p>Review measures during final map improvement plan check and during individual home plan check</p> |

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| <p>Sidewalks and bikeways will be designed to separate pedestrian and bicycle pathways from vehicle paths. Sidewalks and bikeways will be designed to be accommodating and appropriately sized for anticipated future pedestrian and bicycle use. Such pathways will be easy to navigate and designed to facilitate pedestrian movement through the project and create a safe and inviting environment for all potential users (pedestrian, bicycle, and disabled) from obstacles and automobiles. Sidewalks will be designed for high visibility (brightly painted, different colors for concrete, etc.) when crossing parking lots, streets, and similar vehicle paths.</p> <ul style="list-style-type: none"> <li>■ Exits to adjoining streets will be designed to reduce time to reenter traffic from the project site.</li> <li>■ Measures will be implemented to reduce the amount of vehicle traffic to and from the residential area(s) that further reduce air pollution in the SJVAB. This could include providing an information center for residents to coordinate carpooling.</li> <li>■ As many energy-conserving features as possible will be incorporated into the design and operation of the proposed project. These include: <ul style="list-style-type: none"> <li>❑ increased energy efficiency;</li> <li>❑ increased wall and ceiling insulation (beyond building code requirements);</li> <li>❑ energy-efficient windows (double-paned or Low-E);</li> <li>❑ radiant heat barriers;</li> <li>❑ energy-efficient lighting, appliances, and heating and cooling systems;</li> <li>❑ solar water-heating systems;</li> <li>❑ low NOx-emitting or high-efficiency, energy-efficient water heaters;</li> <li>❑ clean-energy features that promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines);</li> <li>❑ geothermal heat pump systems;</li> <li>❑ programmable thermostats for all heating and cooling systems;</li> </ul> </li> </ul> |        |                    |                  |                    |

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| <ul style="list-style-type: none"> <li><input type="checkbox"/> awnings or other shading mechanisms for windows;</li> <li><input type="checkbox"/> porch, patio, and walkway overhangs;</li> <li><input type="checkbox"/> ceiling fans or whole-house fans;</li> <li><input type="checkbox"/> passive solar cooling and heating designs (e.g., natural convection, thermal flywheels);</li> <li><input type="checkbox"/> daylighting (natural lighting) systems such as skylights, light shelves, and interior transom windows;</li> <li><input type="checkbox"/> electrical outlets around the exterior of units to encourage the use of electric landscape maintenance equipment;</li> <li><input type="checkbox"/> use of low- and no-VOC coatings and paints; and</li> <li><input type="checkbox"/> natural gas fireplaces (instead of wood-burning fireplaces or heaters) and natural gas lines (if available to the project area) in backyard or patio areas to encourage the use of gas barbecues.</li> </ul> |        |                    |                  |                    |

**Biological Resources**

|   |   |                        |                    |  |
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| <p><b>Mitigation Measure BIO-1: Avoid the Dispersal of Noxious Weeds into Uninfested Areas</b></p>  | <p>Prior to and during project construction</p> | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify prior to issuing grading permits</p> <p>Review measures during review of SWPPP</p> <p>Monitor onsite during construction</p> |
| <p>To avoid the introduction or spread of noxious weeds into uninfested areas, the following measures will be incorporated into project construction plans and specifications:</p>  |   |                        |                    |  |
| <ul style="list-style-type: none"> <li>■ Use certified, weed-free, imported erosion-control materials (or rice straw in upland areas).</li> <li>■ Educate construction supervisors and managers about weed identification and the importance of controlling and preventing the spread of noxious weeds.</li> <li>■ Include the noxious weed avoidance measures in contract documents and ensure that they are implemented by the program contractor.</li> </ul> |   |                        |                    |  |

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| <p><b>Mitigation Measure BIO-2: Conduct Tree Removal and Barn Demolition Activities during Nonbreeding Season for Swainson’s Hawk and Non-Special-Status Migratory Birds and Raptors, or Conduct Nesting Bird Survey Prior to Tree and Barn Removal Activities</b></p> <p>To avoid removing any active Swainson’s hawk or non-special-status migratory bird and raptor nests protected under the MBTA and the CFGC, tree removal and barn demolition activities will be conducted during the nonbreeding season for these species (generally August 16 through February 28) or after a qualified biologist determines that fledglings have left the nest, as described in the SJMSCP (Sections 5.2.3.1[G], 5.2.4.11, 5.2.4.18, and 5.2.4.19). If tree removal or barn demolition activities will be conducted before August 16 or after February 28, a qualified biologist will be retained to survey for nesting birds in all trees and the barn that will be removed and any tree (or barn) located within 500 feet (or 0.25 mile for Swainson’s hawk) of construction activities, including grading. The nesting bird survey will be conducted no more than 48 hours before tree removal or barn demolition activities. If the biologist determines that the area surveyed does not contain any active nests, tree removal and barn demolition activities can commence without any further mitigation. If active nests are found, the activities will not occur until nesting activities have ceased (after a qualified biologist determines that fledglings have left the nest).</p> | <p>Prior to project construction, outside of Swainson’s hawk and raptor breeding season (generally August 16 to February 28)</p> | <p>Project sponsor</p> | <p>Planning</p>              | <p>Verify prior demolition permit</p>           |
| <p><b>Mitigation Measure BIO-3: Compensate for Loss of Foraging Habitat for Swainson’s Hawk and Burrowing Owl as Outlined in the SJMSCP</b></p> <p>The project proponent will provide compensation for the conversion of approximately 233 acres of agricultural habitat lands (i.e., fund acquisition of preserve lands) at a ratio of 1:1 (acres acquired to acres lost), as outlined in the SJMSCP (Section 4.1.2[A]). Compensation for agricultural habitat lands will be determined based on mitigation fees adopted by the SJCOG Board; these fees are adjusted annually pursuant to the SJMSCP (San Joaquin Council of Governments 2000). The final cost to fulfill project compensation requirements will be determined during coordination with SJCOG. Compensation fees must be paid at the time of building permit issuance for each single-family dwelling.</p>  | <p>Prior to building permit issuance of each individual home</p>   | <p>Project sponsor</p> | <p>Planning and Building</p> | <p>Verify prior to issuing building permits</p> |

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| <p><b>Mitigation Measure BIO-5a: Conduct Preconstruction Survey and Adhere to CDFG Guidelines</b></p> <p>CDFG (1995) recommends that preconstruction surveys be conducted to locate active burrowing owl burrows in the construction work area and within a 250-foot-wide buffer zone around the construction area. The project proponent or its contractor will retain a qualified biologist to conduct preconstruction surveys for active burrows according to CDFG’s Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). The preconstruction surveys will include a breeding season survey and wintering season survey. If no active burrows are detected, no further mitigation is required.</p>   | <p>During burrowing owl breeding season (February 1–August 31) and wintering season (December 1—January 31) as required by the California Department of Fish and Game</p> | <p>Project sponsor</p> | <p>Planning and Engineering</p> | <p>Verify prior to grading permits</p>  |
| <p><b>Mitigation Measure BIO-5b: Avoid and Minimize Impacts on Nesting Burrowing Owl</b></p> <p>If active burrowing owl burrows are detected, the project proponent will implement the following measures.</p> <ul style="list-style-type: none"> <li>■ Active burrows will not be disturbed during the breeding season (February 1–August 31).</li> <li>■ If active burrows must be disturbed during the nonbreeding season, passive relocation techniques (e.g., installing one-way doors at burrow entrances) will be used instead of trapping, as described in CDFG guidelines. At least 1 week will be necessary to complete passive relocation and allow owls to acclimate to alternate burrows.</li> </ul>  | <p>Prior to project grading and during burrowing owl nonbreeding season</p>   | <p>Project sponsor</p> | <p>Planning and Engineering</p> | <p>Verify prior to issuing grading permits</p>  |
| <p><b>Mitigation Measure BIO-6: Conduct Preconstruction Survey and Remove Barn during Non-breeding Season</b></p> <p>To avoid destruction of active roosts, the project proponent will conduct a preconstruction survey of the barn to determine whether it is being used for roosting by bats. If no bats or bat signs are observed, all barn crevices or openings will be sealed to prevent bats from moving into barn structure. If roosts or evidence of roosting bats are identified, the project proponents will follow the impact avoidance measures described in the SJMSCP (Section 5.2.4281[A-C]), and excerpted below.</p> <ul style="list-style-type: none"> <li>■ Prior to the nursery season (generally April through August) nursery sites shall be sealed.</li> <li>■ Seal hibernation sites, prior to the hibernation season (November through March) when hibernation sites are identified on the project site.</li> </ul> | <p>Prior to project grading (survey)</p> <p>Outside of breeding season (generally September through March) (barn removal)</p>   | <p>Project sponsor</p> | <p>Planning</p>                 | <p>Verify prior to grading (survey)</p> <p>Verify prior to demolition permit (barn removal)</p> |

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| <p>Alternatively grating may be installed as described in 5.5.9(E)(1) of the SJMSCP.</p> <ul style="list-style-type: none"> <li>■ When colonial roosting sites, which are located in trees or structures must be removed, removal shall occur outside of the nursery and/or hibernation season, and shall occur during dusk and/or evening hours after bats have left the roosting site unless otherwise approved pursuant to Section 5.2.3.2 of the SJMSCP.</li> </ul>  |                             |                    |                  |   |
| <b>Cultural Resources</b>  |                             |                    |                  |   |
| <p><b>Mitigation Measure CR-1: Stop Work in Case of Accidental Discovery of Buried Archaeological Resources</b></p> <p>If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City and other appropriate agencies. (See also Implementation Measure RC-I-46 of the City General Plan [City of Manteca 2003]).</p>   | During project construction | Project sponsor    | Engineering      | <p>Require in grading and building permits</p> <p>Verify periodically during construction</p> |
| <p><b>Mitigation Measure CR-2: Stop Work in Case of Accidental Discovery of Buried Human Remains</b></p> <p>If human remains of Native American origin are discovered during project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of NAHC (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> <li>■ the county coroner has been informed and has determined that no investigation of the cause of death is required; and</li> <li>■ if the remains are of Native American origin,                             <ul style="list-style-type: none"> <li>□ the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with</li> </ul> </li> </ul> | During project construction | Project sponsor    | Engineering      | <p>Require in grading and building permits</p> <p>Verify periodically during construction</p> |

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| <p>appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98, or</p> <ul style="list-style-type: none"> <li>❑ NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</li> </ul> <p>According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC.</p>  |                               |                    |                          |  |
| <b>Geology and Soils</b>  |                               |                    |                          |  |
| <p><b>Mitigation Measure GEO-5: Stockpile Excavated Topsoil for Onsite Reuse</b></p> <p>The proponent will require the contractor(s) retained for project construction and landscaping to stockpile excavated topsoil so it can be reused for revegetation and landscaping.</p>   | During project construction   | Project sponsor    | Engineering              | <p>Verify this measure in project plans prior to issuing grading permit</p> <p>Verify periodically during construction</p> |
| <p><b>Mitigation Measure GEO-8a: Evaluate Site-Specific Impact Potential</b></p> <p>The project proponent will retain appropriately qualified and licensed personnel (e.g., qualified paleontologist as defined by the Society of Vertebrate Paleontology or California-licensed professional geologist with appropriate experience and expertise) to delineate the portions of the project (project area and/or specific project activities) for which Mitigation Measures GEO-8b and -8c are required. The evaluation will be based on available geologic and geotechnical information; detailed project design; proposed construction methods, including anticipated depth of disturbance; and existing site conditions, including pre-existing disturbance, if any. Mitigation Measure GEO-8b will be required in areas where project construction, staging, or access will affect highly sensitive (Pleistocene) strata exposed at the surface. In areas where highly sensitive strata would be involved in project-related ground disturbance, Mitigation Measure GEO-8c will also be required.</p> | Prior to project construction | Project sponsor    | Engineering and Planning | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p>                 |

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| <p><b>Mitigation Measure GEO-8b: Conduct Preconstruction Survey, Salvage, and Protection in Areas of Exposed Pleistocene Substrate</b></p> <p>Before site preparation (including vegetation clearing) and project earthwork begin, the project proponent will retain a qualified professional paleontologist as defined by the Society of Vertebrate Paleontology's Conformable Impact Mitigation Guidelines Committee (1995) to conduct a surface survey and salvage operation covering any potentially affected surface exposures of deposits of Pleistocene age. The goal of the operation will be to ensure that any paleontological materials exposed at the surface in project work, staging, and access route areas are recovered and properly prepared and curated, or protected from damage using exclusion fencing or other appropriate means. Protection will be designed and installed in consultation with the City and the project engineering consultant to ensure that it is appropriate and effective but does not unduly impede construction activities.</p> | Prior to project construction | Project sponsor    | Engineering and Planning | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |
| <p><b>Mitigation Measure GEO-8c: Retain a Qualified Professional Paleontologist to Monitor during Ground-Disturbing Activities</b></p> <p>The project proponent will retain a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology's Conformable Impact Mitigation Guidelines Committee (1995), to monitor during any ground-disturbing activities affecting the Modesto Formation or underlying strata of Pleistocene age. Tasks requiring monitoring would include clearing, grubbing, excavation/grading, and any other ground-disturbing activities involving the Modesto Formation or other strata of Pleistocene age.</p>   | During project construction   | Project sponsor    | Engineering              | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |
| <p><b>Mitigation Measure GEO-8d: Stop Work if Vertebrate Remains are Encountered during Construction</b></p> <p>If vertebrate fossils are discovered during construction or other project activities, all work on the site will stop immediately until a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology's Conformable Impact Mitigation Guidelines Committee (1995), can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and may also include preparation of a report for publication describing the finds. All such work will be carried out by a qualified professional paleontologist. The project proponent will be</p>  | During project construction   | Project sponsor    | Engineering and Planning | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |

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| responsible for ensuring that the recommendations of the paleontological monitor regarding treatment and reporting are implemented.  |                               |                                   |                          |  |
| <b>Hazardous Materials</b>   |                               |                                   |                          |  |
| <b>Mitigation Measure HAZ-2a: Screen Surface Soils on Evans Estates Site for Residuals from Agricultural Chemicals and Other Hazardous Materials</b>   | Prior to project construction | Project sponsor for Evans Estates | Engineering and Planning | Verify prior to issuing grading and building permits   |
| <p>To reduce the potential for human exposure to potentially harmful pesticide, fertilizer, and other chemical residues, the project proponent will retain a qualified hazardous materials consultant to take a sample of field screen surface soils for residuals from agricultural chemicals prior to construction. Additionally, the structure dripline soils around existing buildings and any remaining foundations of former buildings will be tested for lead, asbestos, and pesticides prior to construction.</p> <p>The County EHD will review the results of soils sampling or screening. If results indicate the presence of hazardous concentrations of agricultural chemicals and other hazards, the project proponent will ensure that soils are excavated and properly disposed of prior to construction.</p> |                               |                                   |                          |  |
| <b>Mitigation Measure HAZ-2b: Properly Remove Hazardous Materials and Hazardous Material Containers from the Project Site</b>  | Prior to project construction | Project sponsor                   | Planning and Engineering | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |
| <p>The project proponent will remove any containers of known hazardous substances from the project site. If a UST is found during project construction, the project proponent will obtain a permit from the County EHD for proper removal. Containers of known hazardous substances will be removed and recycled in accordance with federal, state, and local regulations. In addition, debris piles, including the green waste pile, will be properly disposed of prior to grading. If any hazardous materials are discovered, a qualified environmental health and safety specialist will be retained by the project proponent to assess the situation and determine proper removal and disposal procedures.</p>   |                               |                                   |                          |  |

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| <p><b>Mitigation Measure HAZ-2c: Prepare an Asbestos and Lead Paint Survey Report and Properly Dispose of Asbestos and Lead Paint by Certified Asbestos Abatement Contractor and Certified Lead Inspector/Assessor</b></p> <p>The project proponent will hire a certified asbestos abatement contractor and certified lead inspector/assessor to prepare an Asbestos and Lead Paint Survey Report. If asbestos or lead paint is located during the survey, an abatement work plan will be prepared by County EHD in compliance with local, state, and federal regulations for removal of such materials. The abatement work plan will ensure that any lead paint or asbestos-containing materials (from the structures or any underground pipes) are removed and disposed of prior to grading, excavation, construction, or any other activities that would disturb the material.</p> | Prior to project construction | Project sponsor    | Planning and Engineering | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |
| <p><b>Mitigation Measure HAZ-2d: Notify Contractors of Presence of Asbestos and Lead Paint</b></p> <p>The project proponent will notify contractors working on the project site of the potential presence of any asbestos and lead paint prior to work. The contractors will be provided with a copy of the Asbestos and Lead Paint Survey Reports and a list of asbestos removed by the asbestos abatement contractor during abatement activities, to be prepared by the project proponent. The contractors will be instructed not to disturb asbestos during their work. Contractors will be responsible for informing the landfill of the contractor's intent to dispose of lead paint and asbestos waste and for segregating and characterizing waste streams prior to disposal.</p>  | Prior to project construction | Project sponsor    | Planning and Engineering | Verify prior to issuing grading and building permits   |
| <p><b>Mitigation Measure HAZ-2e: Properly Abandon Septic Systems</b></p> <p>The project proponent will abandon the onsite septic systems according to applicable procedures, including, but not limited to, California Health and Safety Code Sections 117415-117420 and Ordinance Code of San Joaquin County Section 9-1110. The project proponent will obtain a permit from the County EHD and hire licensed sewage haulers to pump and remove the sewage. The County EHD will inspect the site to ensure that the septic systems have been properly abandoned.</p>   | Prior to project construction | Project sponsor    | SJCEHD                   | Verify prior to issuing grading and building permits   |

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| <p><b>Mitigation Measure HAZ-3: Develop and Implement Plans to Reduce Exposure to Hazardous Conditions</b></p> <p>A site-specific safety plan and operations and maintenance plan will be prepared by the project proponent for review and approval by the Manteca Fire Department (MFD). A fire safety plan will also be prepared by the project proponent for review and approval by MFD. The proponent will also develop and implement a hazardous materials management plan that addresses public health and safety issues by providing safety measures including release-prevention measures; employee training, notification, and evacuation procedures; and adequate emergency-response protocols and cleanup procedures. The hazardous materials management plan will be consistent with relevant regulations and guidelines, including those recommended and enforced by MFD, and include procedures in the event of a spill of hazardous materials in an amount reportable to MFD (as established by MFD guidelines). This plan will be submitted prior to the approval of grading permits for review and approval by MFD.</p>  | <p>Prior to project construction</p>  | <p>Project sponsor</p> | <p>MFD</p>         | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |
| <p><b>Hydrology and Water Quality</b></p>   |   |                        |                    |  |
| <p><b>Mitigation Measure HYD-1a: Comply with NPDES Requirements</b></p> <p>To reduce or eliminate construction-related turbidity or sediment water quality effects, the City will require the project proponent to comply with the Storm Drain Master Plan (West Yost and Associates 2006), including, but not limited to, Chapter 6, “B. Design Standards,” and Chapter 3, “4.5.2 Flow Based Treatment.” In addition, the City will require the project contractors to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size. A SWPPP will be developed by a qualified engineer or erosion-control specialist, in accordance with the Central Valley RWQCB requirements for NPDES compliance, reviewed by the City Public Works Department, and implemented prior to the issuance of any grading permit. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</p> <p>Compliance and coverage by the SWMP and General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point-source runoff.</p> | <p>As required by the Central Valley Regional Water Quality Control Board</p> | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify prior to issuing grading and building permits</p>  |

| Description of Measure  | Timing | Implementing Party | Monitoring Party | Monitoring Actions |
|---|--------|--------------------|------------------|--------------------|
| <p>Measures range from source control, such as reduced surface disturbance, to the treatment of polluted runoff, such as detention basins.</p>  |        |                    |                  |                    |
| <p>BMPs to be implemented as part of the <i>Stormwater Management Program</i> and General Construction Permit (and SWPPP) may include the following.</p>  |        |                    |                  |                    |
| <ul style="list-style-type: none"> <li>■ Implement temporary erosion-control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) to control erosion from disturbed areas.</li> <li>■ Use a dry detention basin (which is typically dry except after a major rainstorm, when it will temporarily fill with stormwater), designed to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge. Basin features will include maintenance schedules for the periodic removal of sediments, excessive vegetation, and debris that may clog basin inlets and outlets.</li> <li>■ Cover, or apply nontoxic soil stabilizers to, inactive construction areas (i.e., previously graded areas inactive for 10 days or more) that could contribute sediment to waterways.</li> <li>■ Enclose and cover exposed stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways.</li> <li>■ Ensure that no earth or organic material will be deposited or placed where it may be directly carried into a stream, marsh, slough, lagoon, or body of standing water.</li> <li>■ Prohibit the following types of materials from being rinsed or washed into the streets, shoulder areas, or gutters: concrete, solvents and adhesives, thinners, paints, fuels, sawdust, dirt, gasoline, asphalt and concrete saw slurry, and heavily chlorinated water.</li> <li>■ Ensure that grass or other vegetative cover will be established on the construction site as soon as possible after disturbance.</li> </ul> |        |                    |                  |                    |
| <p>The project contractors will select a combination of BMPs that is expected to minimize runoff and remove contaminants from stormwater discharges. The final selection of BMPs will be subject to approval by the RWQCB. The City will verify that an NOI has been filed with the SWRCB and that a SWPPP has been developed before allowing construction to begin. The City will perform inspections of the construction area, to verify that the</p>   |        |                    |                  |                    |

| Description of Measure  | Timing  | Implementing Party     | Monitoring Party   | Monitoring Actions  |
|---|---|------------------------|--------------------|---|
| <p>BMPs specified in the SWPPP are properly implemented and maintained. The City will notify contractors immediately if there is a noncompliance issue and will require compliance. If necessary, the City will require that additional BMPs be designed and implemented if those originally constructed do not achieve the identified performance standard.</p>  |   |                        |                    |   |
| <p><b>Mitigation Measure HYD-1b: Clean Paved Areas with Street Sweeping Equipment</b></p>   | <p>Prior to and during project construction</p> | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify periodically during construction</p>  |
| <p>To minimize the amount of pollutants entering the storm-drain system during construction, the project proponent will ensure that project roadways and other paved areas are cleaned regularly using street-sweeping equipment. Additionally, litter and debris that may accumulate on the streets around the project site will be regularly collected and properly disposed of. These measures will be carried out at least monthly, if construction occurs during the rainy season (October–April). These activities will be subject to review by the City.</p> |   |                        |                    |   |
| <p><b>Mitigation Measure HYD-2: Implement a Spill Prevention and Control Program</b></p>  | <p>Prior to and during project construction</p> | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify prior to issuing grading and building permits<br/>Verify periodically during construction</p> |
| <p>In compliance with the NPDES General Construction Permit, the project proponent will develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum-based substances during construction activities.</p>   |   |                        |                    |   |
| <p>The spill prevention and control program must undergo City review and receive City approval prior to the onset of construction activities. The City will inspect the construction area routinely to verify that the measures specified in the spill prevention and control program are properly implemented and maintained. The City will notify contractors immediately if there is a noncompliance issue and will require compliance.</p>  |   |                        |                    |   |
| <p>The federal reportable spill quantity for petroleum products, as defined in 40 CFR 110, is any oil spill that:</p>   |   |                        |                    |   |
| <ul style="list-style-type: none"> <li>■ violates applicable water quality standards,</li> <li>■ causes a film or sheen upon or discoloration of the water surface or adjoining shoreline, or</li> </ul>  |   |                        |                    |   |

| Description of Measure  | Timing  | Implementing Party     | Monitoring Party   | Monitoring Actions   |
|---|---|------------------------|--------------------|--|
| <ul style="list-style-type: none"> <li>■ causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines.</li> </ul>   |   |                        |                    |  |
| <p><b>Mitigation Measure HYD-3: Implement Provisions for Dewatering</b></p>   | <p>During project construction</p>              | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify prior to issuing grading and building permits</p> <p>Verify periodically during construction</p> |
| <p>Dewatering effluent will be discharged to the SSJID drainage system and will be subject to the SSJID–City of Manteca storm drainage agreement (Environmental Science Associates 1999). Before discharging any substance that could reach surface waters, the project proponent will obtain an NPDES permit and waste discharge requirements from the Central Valley RWQCB. Depending on the volume and characteristics of the discharge, it may be covered under the RWQCB’s General Construction Permit or General Dewatering Permit. As part of the permit, the contractors will design and implement measures as necessary to meet the discharge limits identified in the relevant permit. As a performance standard, these measures will be selected to achieve the maximum sediment removal and represent the best available technology (BAT) that is economically achievable. Implemented measures may include the retention of dewatering effluent until particulate matter has settled before it is discharged, the use of infiltration areas, and other BMPs. The final selection of water quality control measures will be subject to review by the City.</p> <p>The City will verify that compliance with the appropriate NPDES permit has been achieved before allowing dewatering activities to begin. The City or its agent will perform routine inspections of the construction area to verify that the water quality control measures are properly implemented and maintained. The City will notify the contractors immediately if there is a noncompliance issue and will require compliance.</p> |   |                        |                    |  |
| <p><b>Mitigation Measure HYD-4: Prepare a Master Drainage Plan</b></p>  | <p>Prior to and during project construction</p> | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify prior to issuing grading and building permits</p>  |
| <p>Prior to the commencement of construction, the project proponent will develop and implement a master drainage plan, subject to prior City review and approval. This plan will address the following requirements:</p> <ul style="list-style-type: none"> <li>■ refined calculations of predevelopment runoff conditions and post-development runoff scenarios, using appropriate engineering methods, to evaluate potential changes to runoff through specific design criteria and account for increased surface runoff;</li> </ul>  |   |                        |                    |  |

| Description of Measure  | Timing  | Implementing Party     | Monitoring Party   | Monitoring Actions  |
|---|---|------------------------|--------------------|---|
| <ul style="list-style-type: none"> <li>■ a refined assessment of existing drainage facilities on the project site and an inventory of necessary upgrades, replacements, redesigns, and rehabilitation;</li> <li>■ a proposed maintenance program for the onsite drainage system;</li> <li>■ phasing standards for drainage systems to be installed on a project-/parcel-specific basis; and</li> <li>■ payment of fair share cost to construct FCOC downstream improvements identified in the Storm Drain Master Plan, unless such items are included in the PFIP Storm Drainage fee, in which case payment of the PFIP is mitigation.</li> </ul> |   |                        |                    |   |
| <p>Drainage systems, including any possible detention basin(s), will be designed in accordance with the City’s and other applicable flood-control design criteria. As a performance standard, measures to be implemented from the master drainage plan will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and ensure that people and structures are not exposed to additional flood risk.</p>   |   |                        |                    |   |
| <p>Prior to issuing a grading permit, the City will require the project proponent to demonstrate that the portion of the project site subject to the grading permit is consistent with the recommendations and conclusions of the master drainage plan and to implement the measures identified in the plan.</p>  |   |                        |                    |   |
| <p><b>Mitigation Measure HYD-5: Implement Best Management Practices to Maximize Stormwater Quality</b></p>  | <p>Prior to and during project construction</p> | <p>Project sponsor</p> | <p>Engineering</p> | <p>Verify prior to issuing grading and building permits</p> |
| <p>To reduce or eliminate water quality effects from polluted runoff from the proposed project, the project proponent will implement multiple BMPs in areas where runoff could drain to storm drainage systems or surface waters. The BMPs may include a combination of source control, structural elements, and treatment systems to ensure compliance with the applicable CWA regulations, including the following.</p>   |   |                        |                    | <p>Verify periodically during construction</p>              |
| <ul style="list-style-type: none"> <li>■ Dry detention basins will be created and designed to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge. Basin features will include maintenance schedules for the</li> </ul>   |   |                        |                    |   |

| Description of Measure  | Timing  | Implementing Party   | Monitoring Party                | Monitoring Actions   |
|---|---|--|---------------------------------|--|
| <p>periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets.</p> <ul style="list-style-type: none"> <li>Physical devices will be placed at outlets of pipes and channels to reduce the velocity or the energy of exiting water. Outlet protection helps to prevent scour and minimize the potential for downstream erosion by reducing the velocity or energy of concentrated stormwater flows.</li> </ul> <p>The City will select a combination of BMPs that is expected to remove contaminants from stormwater discharges. The final selection and design of BMPs will provide maximum contaminant removal, represent the BAT that is economically achievable, and explicitly identify the expected level of effectiveness at contaminant removal.</p>  |   |  |                                 |  |
| <p>The City will conduct inspections following construction to ensure that all identified BMPs have been properly installed. The project will adopt a regular maintenance and monitoring schedule to ensure that these BMPs function properly during project operations. If necessary, the City will require that additional BMPs be designed and implemented if those originally constructed do not achieve the identified performance standard.</p>   |   |  |                                 |  |
| <p><b>Mitigation Measure HYD-8: Impose Condition Requiring Water Supply Improvements Tied to Number of Building Permits</b></p> <p>The following will be made a condition of approval of the Tentative Maps for the proposed project:</p> <p>Per the water supply assessment approved by the City Council on March 3, 2008, if the Well 26 storage tank and booster pump station are constructed and operational, up to 402 gpm of water supply would be available for these subdivisions. As such, if the storage tank and booster pump station are constructed, up to 263 lots may be constructed within the subdivisions. Prior to the issuance of the building permit for the 264<sup>th</sup> lot, an additional well shall be constructed onsite within the subdivision to supply the additional 912 gpm of water needed for a total water supply of 1314 gpm needed for the 861 lots. However, if the Well 26 storage tank and booster pump station are not constructed and operational, no building permit for any lot within the subdivisions may be issued until such time as a well is constructed onsite within the subdivision to supply the entire 1314 gpm required by the 861 lots, or an alternative water supply is identified and the required environmental screening is conducted.</p> | <p>Prior to tentative map approval (include condition of approval for tentative maps)</p> <p>Prior to issuance of building permit for 264<sup>th</sup> lot (construction of well)</p> | <p>City of Manteca (include condition of approval on tentative maps)</p> <p>Project sponsor (construction of well)</p> | <p>Planning and Engineering</p> | <p>Verify prior to tentative map approval (include condition of approval on tentative maps)</p> <p>Verify prior to issuance of building permit for 264<sup>th</sup> lot (construction of well)</p> |

| Description of Measure   | Timing                   | Implementing Party | Monitoring Party | Monitoring Actions                           |
|--|--------------------------|--------------------|------------------|--|
| <b>Transportation/Traffic</b>  |                          |                    |                  |  |
| <p><b>Mitigation Measure TRA-1a: Main Street/Woodward Avenue—<br/>Install a Traffic Signal</b></p> <p>As shown in Tables 11-38 and 11-40, the installation of a traffic signal improves traffic operations to LOS C conditions during both the AM and PM peak hours. Therefore, the impact at this intersection is considered less than significant with mitigation.</p>   | Prior to building permit | Project sponsor    | Engineering      | Verify prior to issuance of building permits |
| <p><b>Mitigation Measure TRA-1b: Union Road/SR 120 WB Ramps—<br/>Install a Traffic Signal and Add WB Right-Turn Lane</b></p> <p>As shown in Tables 11-38 through 11-40, the installation of a traffic signal and WB right-turn lane improves traffic operations to LOS B conditions during both the AM and PM peak hours. Therefore, the impact at this intersection is considered less than significant with mitigation.</p> <p>Note that this mitigation measure has also been identified as a required improvement for Phase 1 of the Promenade Shops at Orchard Valley shopping center. Based on information from the City, this traffic signal should be operational by spring of 2009.</p>                             | Prior to building permit | Project sponsor    | Engineering      | Verify prior to issuance of building permits |
| <p><b>Mitigation Measure TRA-1c: Union Road/SR 120 EB Ramps—<br/>Install a Traffic Signal and EB Right-Turn Lane</b></p> <p>As shown in Tables 11-38 through 11-40, the installation of a traffic signal and EB right-turn lane improves traffic operations to LOS B conditions during the AM peak hour and LOS C conditions during the PM peak hour. Therefore, the impact at this intersection is considered less than significant with mitigation.</p> <p>Note that this mitigation measure has also been identified as a required improvement for Phase 1 of the Promenade Shops at Orchard Valley shopping center. Based on information from the City, this traffic signal should be operational by spring of 2009.</p> | Prior to building permit | Project sponsor    | Engineering      | Verify prior to issuance of building permits |

| Description of Measure   | Timing   | Implementing Party  | Monitoring Party  | Monitoring Actions   |
|--|--|---|---|--|
| <p><b>Mitigation Measure TRA-1d: Airport Way/SR 120 WB Ramps—Install a Traffic Signal and WB Right-Turn Lane</b></p> <p>As shown in Tables 11-38 through 11-40, the installation of a traffic signal and WB right-turn lane improves traffic operations to LOS B conditions during both the AM and PM peak hours. Therefore, the impact at this intersection is considered less than significant with mitigation.</p> <p>Note that at the time the Notice of Preparation was released, plans existed to install traffic signals at this location, consistent with mitigation measures identified for several other projects in the area. Based on information from the City, these signals were projected to be in operation by fall of 2008.</p>  | <p>Prior to building permit</p>  | <p>Project sponsor</p>  | <p>Engineering</p>  | <p>Verify prior to issuance of building permits</p>  |
| <p><b>Mitigation Measure TRA-1e: Airport Way/SR 120 EB Ramps—Install a Traffic Signal and EB Right-Turn Lane</b></p> <p>As shown in Tables 11-38 through 11-40, the installation of a traffic signal and EB right-turn lane improves traffic operations to LOS B conditions during the AM peak hour and LOS C conditions during the PM peak hour. Therefore, the impact at this intersection is considered less than significant with mitigation.</p> <p>Note that at the time the notice of preparation was released, plans existed to install traffic signals at this location, consistent with mitigation measures identified for several other projects in the area. Based on information from the City, these signals were projected to be in operation by fall of 2008.</p>                        | <p>Prior to building permit</p>  | <p>Project sponsor</p>  | <p>Engineering</p>  | <p>Verify prior to issuance of building permits</p>  |
| <p><b>Mitigation Measure TRA-1f: Main Street/Yosemite Avenue—Amend City General Plan to Exempt the Intersection from the City LOS Threshold or Pay City to Retime Traffic Signal and Monitor Intersection Operations</b></p> <p>Adding a second SB through lane would reduce the project impact to a less-than-significant level by reducing the overall average intersection delay. However, the additional SB through lane would require the removal of on-street parking and landscaping improvements on Main Street north of Yosemite Avenue. Considering the limited parking supply within downtown Manteca, this improvement is deemed to be infeasible.</p> <p>Implementation of either of the following two mitigation measures would reduce the significance of the project-related impact:</p> | <p>Prior to building permit (general plan amendment)</p> <p>Prior to building permit (retiming of traffic signals)</p> | <p>Planning (general plan amendment)</p> <p>Engineering (retiming of traffic signals)</p> | <p>Planning (general plan amendment)</p> <p>Engineering (retiming of traffic signals)</p> | <p>Verify prior to issuance of building permits (general plan amendment)</p> <p>Verify prior to issuance of building permits (retiming of traffic signals)</p> |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                     |
|--|---------------------------------|------------------------|---------------------------------|--|
| <p>Because of the historic and pedestrian-friendly nature of Downtown Manteca, the City could exempt this intersection from the City LOS standard by amending the City General Plan. This amendment would acknowledge that the degraded peak-hour intersection operations are acceptable in order to protect the historic buildings, maintain on-street parking, and keep the area pedestrian-scaled by minimizing street crossing distances.</p>  |                                 |                        |                                 |  |
| <p>As shown in Tables 11-38 and 11-40, retiming the traffic signals at this intersection reduces the overall delay to or <b>less</b> than the Existing No-Project Condition. While the intersection still operates at an unacceptable LOS E, the incremental project impact is mitigated.</p>  |                                 |                        |                                 |  |
| <p>With either of the above mitigation measures <b>adopted</b>, this impact at this intersection is considered less than significant with mitigation.</p>  |                                 |                        |                                 |  |
| <p><b>Mitigation Measure TRA-2: Construct Class II Bicycle Lanes on Selected Streets</b></p>   | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Planning and Engineering</p> | <p>Verify prior during review of improvement plans</p> |
| <p>The <i>City of Manteca Bicycle Master Plan</i> does not extend into the project site, but the plan calls for Class II bicycle lanes on Manteca Road/Main Street and Buena Vista Drive that terminate just north of the project site (Fehrs &amp; Peers 2003). In order to connect the project site to the existing and planned bicycle facilities to the north, the Evans Estates proponent will construct Class II bicycle lanes along the project site’s Manteca Road frontage. The Pillsbury Estates proponent will construct Class II bicycle lanes along Buena Vista Drive through the project site. In addition, the Pillsbury Estates proponent will coordinate with the City to ensure that Class II bike lanes are striped on Buena Vista Drive between Tannehill Drive and the northern border of the project site. Implementation of this mitigation measure will reduce this impact to a less-than-significant level.</p> |                                 |                        |                                 |  |
| <p><b>Mitigation Measure TRA-4: Coordinate with City and Manteca Transit to Facilitate Future Transit Service in the Area</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering</p>              | <p>Verify prior to issuance of building permits</p>    |
| <p>The project proponents will coordinate with the City and Manteca Transit regarding the construction of transit facilities to serve the project site. Example transit facilities would include bus turnouts on Manteca Road/Main Street, McKinley Avenue, or Pillsbury Road; benches; or shelters. While these improvements will facilitate future transit service, they will not guarantee that transit demands generated by the proposed</p>   |                                 |                        |                                 |  |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p>project are satisfied. Therefore, this impact remains significant and unavoidable.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-5a: Main Street between the SR 120 EB Ramps and SR 120 EB Ramps—Pay Fair-Share Contribution toward the Construction of a New Interchange at Main Street/SR 120</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>The SJCOG RTP lists the Main Street/SR 120 interchange reconstruction as a Tier I project; however, a PSR has not been prepared for these improvements.</p>   |                                 |                        |                                 |   |
| <p>As part of the PSR process, it is expected that an interchange design will be chosen to provide acceptable LOS D or better operations under 2025 conditions. Given the similarities between Main Street and Union Road, the future interchange design is expected to be very similar to the Union Road/SR 120 interchange<sup>1</sup>, which has the following design:</p>  |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ An overpass with two SB through lanes and three NB through lanes;</li> <li>■ At the WB ramp terminal intersection:                             <ul style="list-style-type: none"> <li>□ NB approach: two through lanes and a single right-turn lane (trap lane) to the north-to-west loop on-ramp;</li> <li>□ SB approach: two through lanes and a single right-turn lane;</li> <li>□ WB approach: dual left-turn lanes and a single right-turn lane;</li> </ul> </li> <li>■ At the EB ramp terminal intersection:                             <ul style="list-style-type: none"> <li>□ NB approach: three through lanes and a single right-turn lane;</li> <li>□ SB approach: two through lanes and a single right-turn lane to the south-to-east loop on-ramp;</li> <li>□ EB approach: dual left-turn lanes and dual right-turn lanes.</li> </ul> </li> </ul> |                                 |                        |                                 |   |
| <p>Table 11-41 shows that with these improvements, this segment of Main Street will operate at an acceptable LOS D.</p>  |                                 |                        |                                 |   |
| <p>As described previously, full funding of this interchange improvement is dependent on the adoption of the updated PFIP by the City Council. Since the PFIP update has not yet been adopted, project impacts could be mitigated as follows:</p>  |                                 |                        |                                 |   |

<sup>1</sup> The Union Road/SR 120 interchange is also listed as a Tier I project in the SJCOG RTP and a PSR is currently being prepared.

| Description of Measure  | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|---|---------------------------------|------------------------|---------------------------------|---|
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the interchange improvements, the project proponent will also pay its fair-share of the unfunded portion of the interchange improvements at the time of building permit issuance.</li> </ul>  |                                 |                        |                                 |   |
| <p>By completing the mitigations described above, the proposed project will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-5b: Main Street between SR 120 EB Ramps and Woodward Avenue—Pay Fair-Share Contribution to Widen Main Street to Six Lanes</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>By widening this roadway segment to six lanes, the project impact would be reduced to a less-than-significant level and roadway operations would improve to LOS C conditions (see Table 11-41). In addition, this mitigation measure would be consistent with the updated PFIP project list.</p>   |                                 |                        |                                 |   |
| <p>To implement this improvement, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project proponent can pay its fair share contribution by paying the updated PFIP, assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p> |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul>  |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p><b>Mitigation Measure TRA-5c: Union Road between SR 120 WB Ramps and SR 120 EB Ramps—Pay Fair-Share Contribution toward the Construction of a New Interchange at Union Road/SR 120</b></p>  |                                 |                        |                                 |   |
| <p>The City and Caltrans are currently preparing a PSR for future interchange improvements at Union Road/SR 120 interchange. As part of the improvements, the Union Road overpass and ramp terminal intersections would be designed to provide acceptable LOS D or better operations under 2025 conditions. The future design of the interchange is not yet finalized, but will probably be a partial cloverleaf design with a north-to-west loop on-ramp and a south-to-east loop on-ramp or dual SB left-turn lanes. The overpass would include two SB through lanes and three NB through lanes.</p> |                                 |                        |                                 |   |
| <p>This improvement is considered a Tier 1 funded improvement in the SJCOG RTP; however, it is dependent on the adoption of the PFIP by the City Council. Since the PFIP has not yet been adopted, the project impacts could be mitigated as follows:</p>  |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the current PFIP fee in place at time of building permit approval.</li> <li>■ If the PFIP fee in place at time of building permit approval is known by the City to not fully fund the cost of the interchange improvements, the project proponent will also pay his fair-share of the unfunded portion of the interchange improvements at the time of building permit issuance.</li> </ul>   |                                 |                        |                                 |   |
| <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>  |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p><b>Mitigation Measure TRA-5d: Union Road between SR 120 EB Ramps and Woodward Avenue—Pay Fair-Share Contribution to Widen Union Road to Six Lanes</b></p> <p>By widening this roadway segment to six lanes, the project impact would be reduced to a less-than-significant level and roadway operations would improve to LOS C conditions (see Table 11-41). In addition, this mitigation measure would be consistent with the updated PFIP project list.</p> <p>To implement this improvement, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP, assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impact could be mitigated as follows:</p> <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul> <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p> | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p><b>Mitigation Measure TRA-5e: Woodward Avenue between Union Road and Main Street—Pay Fair-Share Contribution to Widen Woodward Avenue to Four Lanes</b></p> <p>By widening this roadway segment to <b>four</b> lanes, the project impact would be reduced to a less-than-significant level and roadway operations would improve to LOS C conditions (Table 11-41). In addition, this mitigation measure would be consistent with the updated PFIP project list.</p>   | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p>To implement this improvement, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP, assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p>  |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul>   |                                 |                        |                                 |   |
| <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-5f: Moffat Boulevard between Woodward Avenue and Austin Road—Pay Fair-Share Contribution to Reconstruct the SR 99/Austin Road Interchange</b></p>   | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>By widening this roadway segment to four lanes, the project impact would be reduced to a less-than-significant level when measured against the City’s roadway segment LOS thresholds. However, because of the closely spaced SR 99 SB off-ramp and Austin Road intersections, roadway segment operations at this location will be dominated by intersection operations. The antiquated design of the current SR 99/Austin Road interchange is inadequate to serve traffic demand under cumulative conditions. Minor ramp widening, intersection widening, and signalization can improve conditions over the existing geometries but they will not reduce the significance of the project impacts.</p> |                                 |                        |                                 |   |
| <p>To improve the interchange operations, the City and Caltrans are currently preparing a PSR to reconstruct the interchange approximately 1.2 miles south of the current location. This relocated interchange would remove the majority of the cumulative conditions and project traffic from this</p>  |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p>segment of Moffat Boulevard, since it would no longer provide access to SR 99. Therefore, this improvement would reduce the project impact to a less-than-significant level.</p>  |                                 |                        |                                 |   |
| <p>To implement the relocated SR 99/Austin Road interchange, the project impacts could be mitigated as follows:</p> <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul> |                                 |                        |                                 |   |
| <p>The most recent cost estimate for the SR 99/Austin Road interchange was \$144 million. Due to the high cost of this improvement, the City is debating whether to include the full cost of this interchange in the updated PFIP fee. Given the uncertainty of funding at this location, a fair-share payment that is beyond the adopted PFIP fee is likely financially infeasible. Therefore, this impact is significant and unavoidable.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6a: Main Street/Atherton Drive—Pay Fair-Share Contribution to Improve the Intersection</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>Implementation of Mitigation Measure TRA-5b will increase capacity at this intersection, which will reduce the significance of the project impact at this location. However, in conjunction with the Main Street widening, the following intersection improvements from the PFIP project list should be included in order to reduce the impact to a less-than-significant level:</p> <ul style="list-style-type: none"> <li>■ signalize intersection, and</li> <li>■ construct dual left-turn lanes and single right-turn lanes on all approaches.</li> </ul>   |                                 |                        |                                 |   |
| <p>With these mitigation measures in place the intersection would operate at an acceptable LOS during the AM and PM peak hours, as shown in Table 11-41.</p>   |                                 |                        |                                 |   |
| <p>To implement the widening and intersection improvements, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the</p>  |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p>improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP, assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p>   |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul> |                                 |                        |                                 |   |
| <p>With implementation of Mitigation Measures TRA-5b and TRA-6a, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location, and the impact would be reduced to a less-than-significant level.</p>   |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6b: Main Street/Woodward Avenue—Pay Fair-Share Contribution to Improve the Intersection</b></p>   | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>Implementation of Mitigation Measure TRA-5b will increase capacity at this intersection, which will reduce the significance of the project impact at this location. However, in conjunction with the Main Street widening, the following intersection improvements from the PFIP project list should be included in order to reduce the impact to a less-than-significant level:</p>  |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ signalize intersection;</li> <li>■ construct dual left-turn lanes on NB, SB, and EB approaches; and</li> <li>■ construct right-turn lanes on WB and SB approaches.</li> </ul>   |                                 |                        |                                 |   |
| <p>With these mitigation measures, the intersection would operate at an acceptable LOS during the AM and PM peak hours, as shown in Table 11-41.</p>   |                                 |                        |                                 |   |
| <p>To implement the widening and intersection improvements, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP, assuming that the full PFIP is adopted by the</p>  |                                 |                        |                                 |   |

| Description of Measure  | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|---|---------------------------------|------------------------|---------------------------------|---|
| <p>City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p> <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul> <p>With implementation of Mitigation Measures TRA-5b and TRA-6b, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location, and the impact will be reduced to a less-than-significant level.</p>   |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6c: Union Road/Woodward Avenue—Pay Fair-Share Contribution to Improve the Intersection</b></p> <p>The widening projects included in Mitigation Measures TRA-5d and TRA-5e will increase capacity at this intersection, which will reduce project impact at this location. However, in conjunction with the Union Road and Woodward Avenue widening, the following intersection improvements from the PFIP project list should be included in order to reduce the impact to a less-than-significant level:</p> <ul style="list-style-type: none"> <li>■ signalize intersection,</li> <li>■ construct second NB and EB through lane, and</li> <li>■ construct dual left-turn lanes and right-turn lanes on all approaches.</li> </ul> <p>With these mitigation measures in place, the intersection would operate at an acceptable LOS during the AM and PM peak hours, as shown in Table 11-41.</p> <p>To implement the widening and intersection improvements, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project can pay its fair-share contribution by paying the updated PFIP assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is</p> | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <p>not guaranteed to fully cover the costs of the improvements, the project could mitigate its impact as follows:</p>  |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ Pay the PFIP fee in place at time of building permit issuance;</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, then the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul>   |                                 |                        |                                 |   |
| <p>With implementation of TRA-5d, TRA-5e, and TRA-6c, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location, and the impact would be reduced to a less-than-significant level.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6d: Airport Way/Daniels Street—Pay Fair-Share Contribution for the Construction of a New Interchange at Airport Way/SR 120</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>The impact analysis indicated that poor operations at this intersection are related to queues spilling back from the Airport Way/SR 120 interchange. Therefore, by improving interchange operations, the project impacts at this intersection can be reduced to a less-than-significant level.</p>  |                                 |                        |                                 |   |
| <p>The City and Caltrans are currently preparing a PSR for future interchange improvements at Airport Way/SR 120. As part of the improvements, the Airport Way overpass and ramp terminal intersections would be designed to provide acceptable LOS D or better operations under 2025 conditions. The future design of the interchange is not yet finalized, but based on the PSR for the Union Road/SR 120 interchange (which is similar), and the PFIP project list, the Airport Way/SR 120 interchange would likely have a partial cloverleaf design. The overpass would include three through lanes in each direction. The design for the ramp terminal intersections would include dual left-turn lanes and dedicated right-turn lanes.</p> |                                 |                        |                                 |   |
| <p>This new interchange is listed as a Tier 1 improvement in the SJCOG RTP; however, it is dependent on the adoption of the PFIP by the City Council. Since the PFIP has not yet been adopted, the project impacts could be mitigated as follows:</p>  |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul>   |                                 |                        |                                 |   |
| <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6e: Airport Way/Atherton Drive—Pay Fair-Share Contribution of Intersection Improvements</b></p>   | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>The impact at this location could be reduced to a less-than-significant level by constructing the following intersection improvements identified in the PFIP projects list:</p>   |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ signalize the intersection;</li> <li>■ construct three NB and SB through lanes (identified as part of a separate Airport Way widening project);</li> <li>■ construct second through lane on EB and WB approach;</li> <li>■ construct dual left-turn lanes on the SB, EB, and WB approaches; and</li> <li>■ construct right-turn lanes on all approaches.</li> </ul>   |                                 |                        |                                 |   |
| <p>With these mitigation measures, the intersection would operate at an acceptable LOS during the AM and PM peak hours, as shown in Table 11-41.</p>   |                                 |                        |                                 |   |
| <p>To implement the widening and intersection improvements, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p> |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul>   |                                 |                        |                                 |   |
| <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6f: Airport Way/Woodward Avenue—Pay Fair-Share Contribution of Intersection Improvements</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>The impact at this location could be reduced to a less-than-significant level by constructing the following intersection improvements identified in the PFIP projects list:</p>   |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ signalize the intersection,</li> <li>■ widen the intersection approaches to include three NB and SB through lanes and two EB and WB through lanes (identified as part of separate widening projects), and</li> <li>■ construct dual left-turn lanes and right-turn lanes on all approaches.</li> </ul>  |                                 |                        |                                 |   |
| <p>With these mitigation measures, the intersection would operate at an acceptable LOS during the AM and PM peak hours, as shown in Table 11-41.</p>   |                                 |                        |                                 |   |
| <p>To implement the widening and intersection improvements, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will cover the cost of the improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p> |                                 |                        |                                 |   |

| Description of Measure   | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|--|---------------------------------|------------------------|---------------------------------|---|
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul> <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p>   |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6g: Woodward Avenue/Moffat Boulevard—Pay Fair-Share Contribution of Intersection Improvements</b></p> <p>Intersection improvements at the Moffat Boulevard/Woodward Avenue intersection are not included in the PFIP because of uncertainty surrounding the Union Pacific Railroad (UPRR) crossing. With the implementation of the proposed Austin Road Business Park and Residential Community project, the opportunity exists to realign Woodward Avenue south of the UPRR tracks and avoid some rail crossing conflicts. However, since it is unknown when and if the Austin Road Business Park and Residential Community project would realign Woodward Avenue, the following Moffat Boulevard/Woodward Avenue intersection improvement is recommended:</p> <ul style="list-style-type: none"> <li>■ signalize the intersection and coordinate the signal with the UPRR crossing arms, and</li> <li>■ construct a separate NB left-turn lane.</li> </ul> <p>With the installation of the signal, the LOS analysis indicates that the Moffat Boulevard and Woodward Avenue intersection will operate at LOS B during the AM and PM peak hours. Table 11-41 presents the intersection LOS results under Cumulative Plus Project with Mitigation Conditions.</p> <p>To implement these improvements, the project proponent will pay a fair-share contribution. Since this project is not in the PFIP fee, a separate fair-share payment will be required. While the improvement will provide</p> | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |

| Description of Measure  | Timing                          | Implementing Party     | Monitoring Party                | Monitoring Actions                                  |
|---|---------------------------------|------------------------|---------------------------------|---|
| <p>adequate operations under Cumulative Plus Project Conditions, it is unknown if UPRR or the California Public Utilities Commission will allow the interconnection of the traffic signal and railroad crossing arms. Therefore, this impact is considered significant and unavoidable.</p>   |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6h: Main Street/Yosemite Avenue—Amend City General Plan to Exempt Intersection from LOS Standards</b></p>  | <p>Prior to construction</p>    | <p>Planning</p>        | <p>Planning and Engineering</p> | <p>Verify prior to construction</p>                 |
| <p>The PFIP project list does not contain any improvements for the Main Street/Yosemite Avenue intersection because of limited right-of-way and the desire to maintain the character of Downtown Manteca. Without improvements to this intersection, the addition of project traffic would exacerbate unacceptable LOS under Cumulative No-Project Conditions.</p>  |                                 |                        |                                 |   |
| <p>Exempting this intersection from the City’s LOS standards would not improve operations at this location, but it would acknowledge that the City is willing to accept unacceptable vehicle operations during the AM and PM peak hours to preserve the pedestrian-oriented and historic character of Downtown Manteca. This impact is considered significant and unavoidable.</p>  |                                 |                        |                                 |   |
| <p><b>Mitigation Measure TRA-6i: Woodward Avenue/Van Ryn Avenue—Pay Fair-Share Contribution of Intersection Improvements</b></p>  | <p>Prior to building permit</p> | <p>Project sponsor</p> | <p>Engineering and Building</p> | <p>Verify prior to issuance of building permits</p> |
| <p>The impact at this location could be reduced to a less-than-significant level by constructing the following intersection improvements identified in the PFIP projects list:</p>  |                                 |                        |                                 |   |
| <ul style="list-style-type: none"> <li>■ signalize the intersection.</li> </ul>   |                                 |                        |                                 |   |
| <p>With these mitigation measures, the <b>intersection</b> would operate at an acceptable LOS during the AM and PM peak hours, as shown in Table 11-41.</p>   |                                 |                        |                                 |   |
| <p>To implement the widening and intersection improvements, the project proponent will pay a fair-share contribution. As described above, the City Council is considering an update to the PFIP that will <b>cover</b> the cost of the improvements. The project proponent can pay its fair-share contribution by paying the updated PFIP assuming that the full PFIP is adopted by the City Council. However, since the PFIP update has not yet been adopted, and is not guaranteed to fully cover the costs of the improvements, the project impacts could be mitigated as follows:</p> |                                 |                        |                                 |   |

| Description of Measure   | Timing                        | Implementing Party | Monitoring Party | Monitoring Actions                           |
|--|-------------------------------|--------------------|------------------|--|
| <ul style="list-style-type: none"> <li>■ The project proponent will pay the PFIP fee in place at time of building permit issuance.</li> <li>■ If the PFIP fee in place at time of building permit issuance is known by the City to not fully fund the cost of the roadway and intersection improvements, the project proponent will also pay their fair-share of the unfunded portion of the roadway and intersection improvements at the time of building permit issuance.</li> </ul> <p>By completing the mitigations described above, the project proponent will be contributing its fair-share toward mitigating the project’s cumulative impact at this location. Therefore, this impact is considered less than significant with mitigation.</p> |                               |                    |                  |  |
| <b>Utilities And Service Systems</b>   |                               |                    |                  |  |
| <p><b>Mitigation Measure USS-8: Identify and Relocate Existing Utilities Where Necessary</b></p> <p>Project design and specifications will identify all underground utilities in the areas of proposed excavations. Underground Service Alert will be contacted to identify underground utilities. Where possible, existing utilities will be avoided. In instances in which utilities cannot be avoided, the relocation of existing utilities will be completed either before or during project construction.</p>   | Prior to project construction | Project sponsor    | Engineering      | Verify prior to issuance of building permits |
| <b>Other CEQA Considerations</b>   |                               |                    |                  |  |
| <p><b>Mitigation Measure CE-3: Implement City of Manteca General Plan Policies for Energy Conservation</b></p>   | During project design         | Project sponsor    | Planning         | Verify prior to issuance of building permits |