

APPENDIX L

As Adopted by the Board of Supervisors
on October 30, 2018

MITIGATION MONITORING AND REPORTING PROGRAM

CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENT

Where a California Environmental Quality Act (CEQA) document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the Crows Landing Industrial Business Park Specific Plan (proposed project or “CLIBP”), as set forth in the Final Environmental Impact Report (EIR). The County of Stanislaus is the Lead Agency that must adopt the MMRP for development and operation of the project.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a lead agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by County staff and others responsible for project implementation.

This document identifies the individual mitigation measures, the party responsible for monitoring implementation of the measure, the timing of implementation, and space to confirm implementation of the mitigation measures.

ROLES AND RESPONSIBILITIES

Stanislaus County will oversee monitoring and documenting the implementation of mitigation measures. The County or its construction contractor is responsible for fully understanding and effectively implementing all of the mitigation measures contained within this MMRP. Certain mitigation measures also will require that future project applicants coordinate or consult with one or more other public agencies in implementing mitigation measures specified herein.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP is required to be reported in writing. Modifications to the mitigation measures may be made by Stanislaus County, subject to one of the following findings, and documented by evidence included in the public record:

- ▶ The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- ▶ The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and,
- ▶ The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing parties in their decisions on the Final EIR and the proposed project; and,
- ▶ The modified or substitute mitigation measures are feasible, and the County, through measures included in the MMRP or other County procedures, can ensure implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with this MMRP and shall be made available to the public upon request.

This MMRP will be kept on file at:

Stanislaus County Planning and Community Development Department
1010 10th Street, Suite 3400
Modesto, CA 95354

Impact	Mitigation Measure	Implementation	Timing	Enforcement
3.2 Air Quality				
3.2-1 Generation of short-term construction and long-term operational emissions.	<p>Construction Emissions</p> <p>3.2-1a: Comply with Current ISR.</p> <p>As applicable, based on the project size thresholds specified in Rule 9510 (Indirect Source Review), projects within the Specific Plan Area shall comply with SJVAPCD's Rule 9510 Indirect Source Review (ISR) and reduce criteria air pollutant emissions consistent with SJVAPCD performance standards through feasible on-site strategies and, if necessary, feasible payment of off-site mitigation fees to SJVAPCD through a voluntary emission reduction agreement (VERA) or other appropriate mechanism.</p>	Leaseholders / developers / contractors.	Demonstrate compliance prior to issuance of building permit.	SJVAPCD.
	<p>Operational Emissions</p> <p>3.2-1b: Use Current Phase Equipment for All Construction Equipment.</p> <p>Site developers/leaseholders/project applicants who wish to develop facilities in the Specific Plan Area shall provide for County review and approval a proposed inventory of equipment for development within the Specific Plan Area that demonstrates use of current phase construction equipment (currently Tier 4).</p>	Leaseholders / developers / contractors.	Demonstrate compliance prior to issuance of building permit.	Stanislaus County.
	<p>3.2-1c: Reduce the Single Occupant Vehicle Commute.</p> <p>Policy Six of the Stanislaus County General Plan reads "The County shall strive to reduce motor vehicle emissions and vehicle trips by encouraging the use of alternatives to the single occupant vehicle." The project shall implement Policy Six through the incorporation of the following strategies or alternative strategies determined to be equally or more effective in reducing the rate of single-occupant vehicle commutes to the project site at buildout:</p> <ul style="list-style-type: none"> ▶ Prior to the occupancy of the first building within the Crows Landing Industrial Business Park, a TDM or 	Leaseholders / developers / contractors and Stanislaus County.	<p>Upon operation of employment-generating uses for on-demand transit.</p> <p>Upon completion of Phase 2 for fixed transit service.</p>	Stanislaus County.

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	<p>similar program shall be established or an existing program, such as the Commute Connection program, shall be designated to represent the project. The program will provide a comprehensive strategy to reduce solo occupant vehicle travel by employees, business vehicles including trucks, and visitors. The program shall identify TDM goals for CLIBP, including goals to reduce daily travel and travel during morning and afternoon peak-demand periods. The overall operational air pollutant emissions mitigation performance standard is established by the San Joaquin Valley Air Pollution Control District through Rule 9510, the Indirect Source Rule, requiring applicable projects to achieve a minimum reduction of 33.3 percent of operational baseline NO_x emissions over a period of 10 years and a minimum reduction of 50 percent of operational PM₁₀ emissions over a period of 10 years. TDM goals for CLIBP shall be established, monitored, and adjusted, if necessary, to contribute to this overall operational air pollutant emissions mitigation performance standard.</p> <ul style="list-style-type: none"> ▶ The CLIBP TDM program shall require mandatory annual employee surveys with a response rate of at least 90 percent. The surveys will include, as a minimum, mode and time of travel by employees. The CLIBP TDM program shall prepare an annual report indicating status of compliance with the TDM goals established by the County. ▶ The individual companies and the CLIBP TDM program shall consider the following items or other measures to reduce travel demand and achieve TDM goals: <ul style="list-style-type: none"> • Encourage employers to use flex-time • Carpool matching programs • Preferred parking for carpoolers • Van pool programs • On-site facilities such as break rooms and shower facilities • Establishment of employer sponsored shuttles from Turlock and Modesto • On-site secure bicycle racks 			

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	<ul style="list-style-type: none"> • Bike share programs for employee usage at lunchtime • Other measures <ul style="list-style-type: none"> ▶ All employers operating within the Specific Plan Area shall participate in the TDM or Commute Connection program or future program providing the same services to allow employees to conveniently identify non-single occupancy vehicle methods to reach the proposed project site. Employers should not be considered as separate entities, but rather the entire site shall be considered collectively as a participating entity. The requirement to participate in the Commute Connection program shall be included in leases for Specific Plan developments. A person(s) shall be assigned to represent CLIBP on an ongoing basis to coordinate with individual businesses. ▶ New development projects that anticipate 100 or more full-time equivalent employees shall coordinate participation in the Commute Connection program or similar future program to reduce employee commute trips and to promote transportation other than the single passenger motor vehicle, including, but not limited to carpools, vanpools, buspools, public transit, and bicycling. The employee commute trip reduction program should include incentives, services, and policies. This program shall include preferential parking in relatively more convenient locations for electric vehicles, carpools, vanpools and other vehicles carrying commuter passengers on a regular basis. ▶ The County shall identify and accommodate at least one transit stop or commuter shuttle to serve the project site that would provide feasible commuter service for project employees. 			
	<p>Mitigation Measure 3.2-1d: Provide Transit to the Workplace.</p> <ul style="list-style-type: none"> ▶ The County shall ensure that the placement and design of transit stops can accommodate public transit for employees and patrons. The County shall identify locations to expand services, including park and ride lots, to enable and encourage the use of transit to the workplace within the Crows Landing Specific Plan Area. 	Stanislaus County.	<p>Upon operation of employment-generating uses for on-demand transit.</p> <p>Upon completion of Phase 2 for fixed transit service.</p>	Stanislaus County.

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	<p>The placement and design of transit stops within the Specific Plan Area shall be approved by the Stanislaus County Public Works Department based on generally accepted transit planning principles.</p> <ul style="list-style-type: none"> ▶ The County shall ensure on-demand transit service to the Specific Plan Area once employment generating uses are established within the Specific Plan Area and fixed transit service upon completion of Phase 2. ▶ The overall operational air pollutant emissions mitigation performance standard is established by the San Joaquin Valley Air Pollution Control District through Rule 9510, the Indirect Source Rule, requiring applicable projects to achieve a minimum reduction of 33.3 percent of operational baseline NOX emissions over a period of 10 years and a minimum reduction of 50 percent of operational PM10 emissions over a period of 10 years. Transit to the Specific Plan Area shall be established, monitored, and adjusted, if necessary, to contribute to this overall operational air pollutant emissions mitigation performance standard. 			
<p>3.2-3 Exposure of sensitive receptors to emissions of toxic air contaminants.</p>	<p>Operational Emissions</p> <p>3.2-3b: Assess TAC Emissions and Health Risks Associated with Operations.</p> <p>Projects proposed within 1,000 feet of an existing daycare or an off-site residence shall be required to analyze and report on potential health risk impacts of PM2.5 and TAC concentrations from long-term operations in accordance with SJVAPCD-recommended methods prior to the issuance of a building permit for new construction, tenant improvement, or change of use. Factors that would affect the need for health risk analysis include, but are not limited to the proposed land use; types, intensity, and frequency of TAC emissions generated by operational activities; and other project parameters, such as heavy-duty truck traffic, number of loading docks, and manufacturing throughput. If health risk impacts are determined to exceed SJVAPCD thresholds of significance under any potential operational</p>	<p>Leaseholders / developers / contractors.</p>	<p>Prior to issuance of building permit, tenant improvement, or change in use.</p>	<p>Stanislaus County.</p>

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	<p>exposure scenario, projects shall implement Mitigation Measure 3.2-3c. The requirement to conduct health risk analysis may be waived if determined by the County's Planning Director that the proposed use has already been assessed and shown to have no health risk impacts necessitating a project-specific health risk analysis or if the SJVAPCD determines that there is no further need for health risk analysis.</p>			
	<p>3.2-3c: Reduce Exposure to Substantial Pollutant Concentrations from Operations.</p> <p>If it is determined that a proposed use could potentially generate health risk impacts that exceed SJVAPCD thresholds of significance, the proposed project shall identify and implement strategies to reduce impacts below applicable SJVAPCD thresholds of significance.</p> <p>A range of potential strategies is available to avoid exposure to substantial pollutant concentrations for sensitive receptors (daycare) and to avoid significant impacts. However, new technologies or methods for avoiding exposure to pollutant concentrations may emerge or become feasible in the future, and those technologies and methods would be implemented in addition to or instead of those identified in the EIR to reduce any potential health risk impacts below applicable SJVAPCD thresholds of significance.</p> <p>Strategies could include, but are not limited to placement of on-site daycare uses at a sufficient distance to avoid impacts associated with potential sources of TAC emissions, such as manufacturing facilities, loading docks, and distribution centers. Building space to be used for daycare could incorporate High Efficiency Particle Arresting (HEPA) filter systems at mechanical air intake points to the building to reduce the levels of PM that enter buildings and/or orient air intake away from areas generating emissions. Uses that generate TAC emissions could also use orientation away from sensitive receptors or controls on emissions concentrations. Commercial and industrial land uses that would host diesel trucks could incorporate technologies such as IdleAire, electrification of truck parking, and/or</p>	<p>Leaseholders / developers / contractors.</p>	<p>Identify strategies to reduce pollutant concentrations prior to issuance of building permit, tenant improvement, or change in use and implement strategies during operations.</p>	<p>Stanislaus County.</p>

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	alternative energy sources for TRUs to allow diesel engines to reduce or avoid idling.			
3.4 Biological Resources				
3.4-1 Loss of special-status plants	<p>3.4-1: Conduct Special-status Plant Surveys; Implement Compensatory Mitigation for Special-status Plants.</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ Retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for potentially occurring species for each phase of construction. All plant species encountered on the project site shall be identified to the taxonomic level necessary to determine species status. The surveys shall be conducted no more than 5 years prior and no later than the blooming period immediately preceding the approval of a grading or improvement plan or any ground disturbing activities, including grubbing or clearing. ▶ Notify CDFW, as required by the California Native Plant Protection Act, if any special-status plants are found on the project site. Notify the USFWS if any plant species listed under the Endangered Species Act are found. ▶ Develop a mitigation and monitoring plan to compensate for the loss of any special-status plant species found during preconstruction surveys. The mitigation and monitoring plan shall be submitted to CDFW or USFWS, as appropriate depending on species status, for review and approval. The County shall consult with these entities, as appropriate depending on species status, before approval of the plan to determine the appropriate mitigation measures for impacts on any special-status plant population. On-site mitigation measures may include the creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating occupied habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. Mitigation could also include purchase of an existing off-site area in Stanislaus County that is known to support the special-status species to be affected, as well as preserving the site in perpetuity. The preservation and 	Leaseholders / developers / contractors.	Before any ground disturbing activities, including grubbing or clearing.	Stanislaus County, USFWS, and CDFW, as appropriate, depending on species status.

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	<p>enhancing of existing on-site populations shall not be considered as mitigation.</p> <ul style="list-style-type: none"> ▶ If transplantation is a proven method for a species (i.e., information exists demonstrating that the affected species has been successfully transplanted or established from seed using a methodology that can be repeated) and relocation efforts are part of the mitigation plan approved by the County and CDFW or USFWS, as appropriate depending on species status,, the plan shall include a description and map of mitigation sites, details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements, and sources of funding to purchase, manage, and preserve the sites. The following performance standards shall be applied: <ul style="list-style-type: none"> • The extent of occupied area and the flower density in compensatory reestablished populations shall be equal to or greater than the affected occupied habitat and shall be self-producing. • Reestablished populations shall be considered self-producing when: <ul style="list-style-type: none"> • plants re-establish annually for a minimum of 5 years with no human intervention, such as supplemental seeding; and • re-established habitats contain an occupied area and flower density comparable to existing occupied habitat areas in similar habitat types. ▶ If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations. 			

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<p>3.4-2 Special-status raptors and other nesting raptors.</p>	<p>3.4-2a: Avoid Direct Loss of Swainson’s Hawk and Other Raptors</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ Tree and vegetation removal shall be completed during the nonbreeding season for raptors (September 1– February 28). ▶ To avoid, minimize, and mitigate potential impacts on Swainson’s hawk and other raptors (not including burrowing owl) nesting on or adjacent to the project site and off-site improvement areas, retain a qualified biologist to conduct preconstruction surveys and identify active nests on and within 0.5 mile of the project site and off-site improvement areas for construction activities conducted during the breeding season (March 1–August 31). The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. Guidelines provided in <i>Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley</i> (Swainson’s Hawk Technical Advisory Committee 2000) or updated, current guidance shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation will be required. ▶ Impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. No project activity shall commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, the young have fledged, the nest is no longer active, or reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson’s hawk nests, but the size of the buffer may be decreased if a qualified biologist and the County, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. 	<p>Leaseholders / developers / contractors.</p>	<p>Before any vegetation removal, grading, and on an ongoing basis throughout construction, as applicable.</p>	<p>Stanislaus County and CDFW.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<ul style="list-style-type: none"> ▶ The appropriate no-disturbance buffer for other raptor nests (<i>i.e.</i>, species other than Swainson’s hawk) shall be determined by a qualified biologist based on site-specific conditions, the species of nesting bird, nature of the project activity, visibility of the disturbance from the nest site, and other relevant circumstances. ▶ Monitoring of all active raptor nests by a qualified biologist during construction activities will be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist. 			
	<p>3.4-2b: Avoid Loss of Burrowing Owl</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ To avoid, minimize, and mitigate potential impacts on burrowing owl, a qualified biologist shall be retained to conduct focused breeding and nonbreeding season surveys for burrowing owls in areas of suitable habitat on and within 1,500 feet of the project site and off-site improvement areas. Surveys will be conducted prior to the start of construction activities for each project phase and in accordance with Appendix D of CDFW’s Staff Report on Burrowing Owl Mitigation (2012) or updated, current guidance. ▶ If no occupied burrows are found, a letter report documenting the survey methods and results will be submitted to the County and CDFW and no further mitigation will be required. ▶ If an active burrow is found during the nonbreeding season (September 1 through January 31), owls will be relocated outside of the Specific Plan Area using passive or active methodologies developed in consultation with CDFW and may include active relocation to preserve areas if approved by CDFW and the preserve managers. 	Leaseholders / developers / contractors.	Before any vegetation removal, grading, and on an ongoing basis throughout construction, as applicable.	Stanislaus County and CDFW.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>No burrowing owls will be excluded from occupied burrows until a burrowing owl exclusion and relocation plan is developed by the project applicant and approved by CDFW.</p> <ul style="list-style-type: none"> ▶ If an active burrow is found during the breeding season (February 1 through August 31), occupied burrows will not be disturbed and will be provided with a 150- to 1,500-foot protective buffer unless a qualified biologist verifies through noninvasive means that either: (1) the birds have not begun egg laying, or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. The size of the buffer will depend on the time of year and level of disturbance, as outlined in the CDFW Staff Report (2012, pg. 9). Once the fledglings are capable of independent survival, the owls will be relocated outside the Airport Influence Area in accordance with a burrowing owl exclusion and relocation plan developed in consultation with CDFW and the burrow will be destroyed to prevent owls from reoccupying it. No burrowing owls will be excluded from occupied burrows until a burrowing owl exclusion and relocation plan is approved by CDFW. Following owl exclusion and burrow demolition, the site shall be monitored by a qualified biologist to ensure burrowing owls do not recolonize the site prior to construction. ▶ If active burrowing owl nests are found on the project site or off-site improvement areas and these nest sites are lost as a result of implementing the project, the loss shall be mitigated through preservation of other known nest sites in Stanislaus County, at a minimum ratio of 1:1. A mitigation and monitoring plan shall be developed for the compensatory mitigation areas. ▶ The mitigation and monitoring plan will include detailed information on the habitats present within the preservation areas, the long-term management and monitoring of these habitats, legal protection for the preservation areas (<i>e.g.</i>, conservation easement, declaration of restrictions), and funding mechanism information (<i>e.g.</i>, endowment). All burrowing owl mitigation lands shall be preserved in perpetuity and 			

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	<p>incompatible land uses shall be prohibited in habitat conservation areas.</p> <ul style="list-style-type: none"> ▶ Burrowing owl mitigation land shall be transferred through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a). CDFW and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to ensure compliance with the terms of the easement. 			
	<p>3.4-2c: Prepare and Implement a Swainson’s Hawk Foraging Habitat Mitigation Plan</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ Before any ground-disturbing activities, suitable Swainson’s hawk foraging habitat shall be preserved to ensure replacement of foraging habitat lost as a result of the project, as determined by a qualified biologist, in consultation with CDFW. ▶ The habitat value shall be based on Swainson’s hawk nesting distribution and an assessment of habitat quality, availability, and use within the County. The mitigation ratio shall be consistent with the 1994 DFG Swainson’s Hawk Guidelines included in the <i>Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (Buteo swainsoni) in the Central Valley of California</i>. These guidelines specify that the mitigation ratio shall be 1:1 if there is an active nest within 1 mile of the project site, 0.75:1 if there is an active nest within 5 miles but greater than 1 mile away, and 0.5:1 if there is an active nest within 10 miles but greater than 5 miles away. If there is an active nest within 1 mile of the project site, the mitigation ratio can be reduced to 0.5:1 if all of the 	Leaseholders / developers / contractors.	Before any vegetation removal, grading, and on an ongoing basis throughout construction, as applicable.	Stanislaus County and CDFW.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>mitigation land can be actively managed for prey production. Such mitigation shall be accomplished through either the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area within Stanislaus County.</p> <ul style="list-style-type: none"> ▶ Before acceptance of such proposed mitigation, the County shall consult with CDFW regarding the appropriateness of the mitigation. If mitigation is accomplished through a conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson’s hawk foraging values, including but not limited to, ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land’s capacity as suitable Swainson’s hawk foraging habitat. The conservation easement should not be located within 5 miles of the proposed on-site airport. ▶ Swainson’s hawk mitigation land shall be transferred, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a). CDFW and the Conservation Operator shall approve the content and form of the conservation easement. CDFW and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement. 			

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<p>3.4-3 Disturbance of tricolored blackbird, loggerhead shrike, and common nesting birds.</p>	<p>3.4-3: Avoid Direct Loss of Tricolored Blackbird and Loggerhead Shrike and Protected Bird Nests</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ To the extent feasible, vegetation removal, grading, and other ground disturbing activities will be carried out during the nonbreeding season for protected bird species in this region (generally September 1–January 31). ▶ For any project activity that would occur during the nesting season (February 1–August 31), the project applicant shall conduct a preconstruction survey. The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 300 feet of suitable nesting habitat for any protected bird species. The survey shall be conducted within 14 days before project activity begins. ▶ If an active nest of loggerhead shrike, tricolored blackbird, or common bird species protected by the Migratory Bird Treaty Act or California Fish and Game Code is found, the qualified biologist shall establish a buffer around the nest. No construction activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The appropriate no-disturbance buffer shall be based on site-specific conditions, the species of bird, nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances, as determined by a qualified biologist in consultation with CDFW. ▶ Monitoring of all protected nests by a qualified biologist during construction activities will be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist. 	<p>Leaseholders / developers / contractors.</p>	<p>Before approval of any ground-disturbing activity within 300 feet of suitable nesting habitat, as applicable.</p>	<p>Stanislaus County and CDFW.</p>

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3.4-4 Pallid bat.	<p>3.4-4: Avoid, Minimize, and Mitigate Loss of Bat Roosts.</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ Before rehabilitation of the former air traffic control tower, or any work on the East Las Palmas Avenue bridge over the San Joaquin River, the County shall have a qualified biologist conduct focused surveys for roosting bats in said structure. Surveys shall be conducted in the fall to determine if structures are used as hibernacula and in spring and/or summer to determine if they are used as maternity or day roosts. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts, but are not required. If no bat roosts are found, then no further study is required. ▶ If bat roosts are determined to be present, the bats shall be excluded from the roosting site before the roost structure is removed. If roosts must be removed, a detailed mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed, in consultation with CDFW, before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts will be restricted during periods of sensitive activity (<i>e.g.</i>, during hibernation or while females in maternity colonies are nursing young). ▶ Compensatory mitigation for the loss of each roost (if any) shall be developed, in consultation with CDFW, and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost site. Once compensation is implemented and it is confirmed that bats are not present in the roost site, the roost structure may be removed. 	Stanislaus County.	Before rehabilitation of the former air traffic control tower.	Stanislaus County and CDFW.

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<p>3.4-5 Loss of federally protected waters of the United States.</p>	<p>3.4-5: Compensate for Loss of Wetlands and Other Waters.</p> <p>The following measures shall be implemented:</p> <ul style="list-style-type: none"> ▶ The County shall obtain a USACE Section 404 Individual Permit and Central Valley RWQCB Section 401 water quality certification before any groundbreaking activity within 50 feet of waters or discharge of fill or dredge material into any water of the United States. ▶ The County shall replace or restore on a “no-net-loss” basis the function of all wetlands and other waters that would be removed as a result of implementing backbone infrastructure to support project development. Wetland habitat will be restored or replaced at an acreage and location and by methods agreeable to USACE and the Central Valley RWQCB, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. ▶ Based on the presence of an on-site airport, all mitigation that has the potential to attract potentially hazardous wildlife must occur at an off-site location that is 10,000 feet or more from aircraft movement areas. Off-site mitigation methods may consist of the establishment of aquatic resources in upland habitats where they did not exist previously, reestablishment (restoration) of natural historic functions to a former aquatic resource, enhancement of an existing aquatic resource to heighten, intensify, or improve aquatic resource functions, or a combination thereof. The compensatory mitigation may be accomplished through purchase of credits from a USACE-approved mitigation bank, payment into a USACE-approved in-lieu fee fund, or through permittee-responsible off-site establishment, reestablishment, or enhancement, depending on availability of mitigation credits. ▶ Permittee-responsible mitigation shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer. 	<p>Stanislaus County.</p>	<p>Before any ground-disturbing activities for any project development in areas containing wetland features or other waters of the United States and on an ongoing basis, as appropriate.</p>	<p>Stanislaus County, USACE, and/or Central Valley RWQCB, as appropriate.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
3.5 Cultural Resources				
<p>3.5-2 Substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.</p>	<p>3.5-2: Avoid Potential Effects on Previously Undiscovered Resources, and Stop Work if Any Prehistoric or Historic Subsurface Cultural Resources are Discovered</p> <p>In the event that any prehistoric or historic subsurface archaeological features or deposits, including locally darkened soil (“midden”), are discovered during construction-related earth-moving activities, all ground-disturbing activity within 150 feet of the resources shall be halted.</p> <p>The County shall consult with a qualified archeologist to assess the significance of the find. If the feature is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either an historical resource or a unique archaeological resource), representatives of the County and the qualified archaeologist shall meet to determine the appropriate course of action.</p> <p>If the archaeologist determines that some or all of the affected resource qualifies as a historical resource or a Native American Cultural Place, including a Native American sanctified cemetery, place of worship, religious or ceremonial site, sacred shrine (California Public Resources Code Section 5097.9), or a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to California Public Resources Code Section 5024.1, including any historic or prehistoric ruins, any burial ground, or any archaeological or historic site (California Public Resources Code Section 5097.993), the archaeologist shall recommend to the County potentially feasible mitigation measures that would preserve the integrity of the site or minimize impacts on it, including any or a combination of the following:</p> <ul style="list-style-type: none"> ▶ Avoidance, preservation, and/or enhancement of all or a portion of the Native American Cultural Place as open space or habitat, with a conservation easement dedicated to the most interested and appropriate tribal organization. If such an organization is willing to accept and maintain 	<p>Stanislaus County and leaseholders / developers / contractors.</p>	<p>During the construction of any on-site developments and off-site infrastructure improvements and ongoing, as applicable.</p>	<p>Stanislaus County.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>such an easement, or alternatively, a cultural resource organization that holds conservation easements;</p> <ul style="list-style-type: none"> ▶ An agreement with any such tribal or cultural resource organization to maintain the confidentiality of the location of the site so as to minimize the danger of vandalism to the site or other damage to its integrity; or ▶ Other measures, short of full or partial avoidance or preservation, intended to minimize impacts on the Native American Cultural Place consistent with land use assumptions and the proposed design and footprint of the development project for which the requested grading permit has been approved. <p>After receiving such recommendations, the County shall assess the feasibility of the recommendations and impose the most protective mitigation feasible in light of land use assumptions and the proposed design and footprint of the development project. The County shall, in reaching conclusions with respect to these recommendations, consult with the most appropriate and interested tribal organization.</p>			
3.7 Greenhouse Gas Emissions				
3.7-1 Increases in greenhouse gas emissions.	<p>3.7-1a: Reduce Construction-Related GHG Emissions</p> <p>Development of the project shall incorporate measures to reduce GHG emissions associated with construction activities including, but not limited to construction equipment, haul trucks, material delivery trucks, and construction worker vehicles. Measures can include, but should not be limited to the following:</p> <ul style="list-style-type: none"> ▶ Contractor shall use alternative-fuel (e.g., compressed natural gas) or electric equipment, when feasible. ▶ Procure materials from providers from the closest feasible sources. 	Leaseholders / developers / contractors for projects under the Specific Plan and Stanislaus County for infrastructure improvements directed by the County.	During all construction activities.	Stanislaus County.
	<p>3.7-1b: Reduce Operational GHG Emissions</p> <p>Projects proposed under the Specific Plan shall incorporate energy efficiency, conservation, and other GHG reduction strategies. The performance standard is to incorporate</p>	Leaseholders / developers / contractors and Stanislaus County.	Identify strategies to reduce emissions prior to issuance of building permit and implement strategies during operations.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>reduction strategies at a sufficient level to contribute each project's proportional share of the overall greenhouse gas reductions necessary to meet State GHG reduction targets. The following mitigation measures shall be implemented by the project applicant(s) of all project phases to reduce GHG emissions:</p> <ul style="list-style-type: none"> ▶ Provide electric vehicle charging stations and priority parking nearest to buildings. ▶ Design roof top areas for proposed buildings to minimize the area occupied by heating, ventilation, and air conditioning (HVAC) systems and maximum the efficiency and area for solar PV systems that would be compatible with the proposed aviation facilities. ▶ Orient and design buildings to maximize natural lighting and install passive energy efficiency features such as louvres and shade structures to minimize the amount of air conditioning needed during summer months. ▶ Building indoor lighting shall be automatically switched to motion sensor and area lighting after normal working hours. ▶ Provide all businesses with separate recycling containers for daily paper, plastic, cans, and glass generation and recycling pick up in coordination with general solid waste pick up. ▶ Provide monthly e-waste collection services for all business. <p>Projects that do not incorporate the measures listed above, shall propose alternative measures that demonstrate an equal or greater decrease in annual operational GHG emissions and achieve the performance standard.</p>			
3.8 Geology, Soils, Minerals, and Paleontological Resources				
3.8-1 Potential damage to proposed facilities from seismic hazards.	<p>3.8-1a: Prepare Site-Specific Geotechnical Report(s) per CBC Requirements and Implement Associated Recommendations.</p> <p>Prior to issuance of grading/building permits and prior to the construction of any off-site infrastructure improvements, a qualified civil engineer shall be retained to prepare a final geotechnical report for the proposed facilities, which shall</p>	Leaseholders / developers / contractors.	Prior to issuance of a grading/building permit.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>be submitted for review and approval to the appropriate Stanislaus County Department(s). The final geotechnical engineering report may require site-specific subsurface soil borings and shall address and make recommendations on the following, as applicable:</p> <ul style="list-style-type: none"> ▶ seismic design parameters; ▶ seismic ground shaking; ▶ surface fault rupture related to the proposed I-5 interchange improvements; ▶ liquefaction; ▶ expansive/unstable soils; ▶ site preparation; ▶ soil bearing capacity; ▶ structural foundations, including retaining-wall design; ▶ grading practices; and ▶ soil corrosion of concrete and steel. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall determine appropriate foundation designs that are consistent with the version of the California Building Code (CBC) that is in force at the time of permit application. Building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the CBC.</p> <p>3.8-1b: Monitor Earthwork during Earthmoving Activities.</p> <p>All earthwork, such as excavation, placement of fill, and disposal of materials removed from and deposited on both on-and off-site construction areas, shall be monitored by a qualified geotechnical or civil engineer.</p>	Leaseholders / developers / contractors.	During excavation or other earthwork.	Stanislaus County.
3.8-2 Potential geologic hazards related to construction in unstable soils.	<p>3.8-2c: Conduct Subsidence Monitoring.</p> <p>Subsidence monitoring shall be conducted and appropriate actions taken to prevent subsidence associated with the project. The County shall coordinate with the Groundwater</p>	Stanislaus County and the Groundwater Sustainability Agency.	Ongoing.	Stanislaus County and the Groundwater Sustainability Agency.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>Sustainability Agency on any monitoring of subsidence monuments conducted to implement the Groundwater Sustainability Plan for the vicinity of the Specific Plan Area. The exact construction, placement, and monitoring methodology will be defined in a subsidence monitoring program in the Groundwater Sustainability Plan. Subsidence monitoring activities, findings, and reporting schedule will also be defined in the Groundwater Sustainability Plan, along with standards that dictate when investigation and intervention is required and what actions will be a part of intervention, if required, in order to avoid damage to infrastructure.</p>			
<p>3.8-3 Potential temporary, short-term construction-related erosion.</p>	<p>3.8-3a: Prepare and Implement a Grading and Erosion Control Plan.</p> <p>Before grading permits are issued or earthmoving activities are conducted, a California Registered Civil Engineer shall be retained to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Stanislaus County Public Works Department for review and approval. The plan shall be consistent with the County's NPDES permit, and shall include site-specific grading proposals. The plan shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Temporary construction-related erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p>	<p>Leaseholders / developers / contractors.</p>	<p>Prior to issuance of a grading permit.</p>	<p>Stanislaus County.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
3.8-7 Possible damage to or destruction of unique paleontological resources.	<p>3.8-7: Avoid Paleontological Resources Impacts.</p> <p>If paleontological resources (e.g., fossils) are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the Stanislaus County Planning & Community Development Department. A qualified paleontologist shall be retained to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology Guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the Stanislaus County Planning & Community Development Department to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	Stanislaus County.	During excavation and other earth disturbance.	Stanislaus County.
3.9 Hazards and Hazardous Materials				
3.9-1 Accidental spills and routine use and transport of hazardous materials used during construction activities.	<p>3.9-1: Designate Official Trucking Route.</p> <p>The County shall designate the official trucking terminal access route for the Specific Plan from the Fink Road/Interstate 5 interchange directly to the Specific Plan Area. This trucking route shall apply to large trucks regulated by the Surface Transportation Assistance Act, referred to as "STAA" trucks.</p>	Leaseholders / developers / contractors.	Establish prior to construction and enforce during construction and operation of projects implemented within the Specific Plan Area.	Stanislaus County.
3.9-2 Exposure of people and the environment to existing hazardous materials, including Cortese-listed sites.	<p>3.9-2a: Prepare and Implement a Worker Health and Safety Plan, and Implement Appropriate Measures to Minimize Potential Exposure to Hazardous Materials.</p> <p>The following shall be implemented before and during construction to reduce potentially significant impacts associated with exposure to hazardous materials:</p> <ul style="list-style-type: none"> ▶ Prepare and implement a worker health and safety plan before the start of construction activities that identifies, at 	Leaseholders / developers / contractors.	Before the start of earthmoving activities.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>a minimum, the potential types of contaminants that could be encountered during construction activity; all appropriate worker, public health, and environmental protection equipment and procedures to be used during project activities; emergency response procedures; the most direct route to the nearest hospitals; and a Site Safety Officer. The plan shall describe actions to be taken should hazardous materials be encountered on site, including the telephone numbers of local and state emergency hazmat response agencies.</p> <ul style="list-style-type: none"> ▶ If, during site preparation and construction activities, evidence of hazardous materials contamination is observed or suspected (<i>e.g.</i>, stained or odorous soil or groundwater), construction activities shall cease immediately in the area of the find. If such contamination is observed or suspected, the developer/contractor shall retain a qualified hazardous materials specialist to assess the site and collect and analyze soil and/or water samples, as necessary. If contaminants are identified in the samples, the developer/contractor shall notify and consult with the appropriate federal, State, and/or local agencies. Measures to remediate contamination and protect worker health and the environment shall be implemented in accordance with federal, State, and local regulations before construction activities may resume at the site where contamination is encountered. Such measures could include, but are not limited to, preparation of a Phase I and/or Phase II Environmental Site Assessment, removal of contaminated soil, and pumping and treating of groundwater. ▶ Properly abandon and remove the existing agricultural ASTs in accordance with Stanislaus County Department of Environmental Resources regulations. 			
	<p>3.9-2b: Remove Asbestos-Containing Material and Lead-Based Paint in Accordance with Federal, State, and Local Regulations.</p> <p>The County shall retain a Cal-OSHA certified asbestos consultant before reuse, remodeling, or demolition of the</p>	Stanislaus County.	During construction activities at the control tower (building C101) and the airfield lighting vault (building C103).	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>control tower (building C101) and the airfield lighting vault (building C103) to investigate whether any asbestos-containing materials or lead-based paints are present, and could become friable or mobile during rehabilitation or demolition activities. If any materials containing asbestos or lead-based paints are found, they shall be removed by an accredited contractor in accordance with EPA, Cal-OSHA, and SJVAPCD standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos and lead worker construction standards. The materials containing lead shall be disposed of properly at an appropriate off-site disposal facility.</p>			
	<p>3.9-2c: Design the I-5/Fink Road Interchange Improvements to Avoid Contact with Landfill Materials.</p> <p>Interchange improvements shall be designed to avoid all contact with landfill materials. The boundaries of existing landfill materials shall be clearly marked as an avoidance area prior to the start of construction activities at the interchange.</p>	Stanislaus County.	Prior to, and during construction activities associated with the I-5/Fink Road interchange improvements.	Stanislaus County.
	<p>3.9-2d: Perform an Environmental Site Assessment of the AL Castle Site, and Implement Remediation if Necessary.</p> <p>Prior to the start of construction activities associated with the sewer pipeline along West Marshall Road, a licensed environmental professional shall be retained to perform a Phase I Environmental Site Assessment (ESA) of the AL Castle site. The Phase I ESA shall include consultation with the Stanislaus County Department of Environmental Resources, and DTSC and/or SWRCB, regarding the status and nature of contamination of the AL Castle site. If necessary, a Phase II ESA shall be performed to obtain soil and groundwater samples for laboratory analysis. The Phase I ESA (and Phase II ESA, if necessary) shall be submitted to the Stanislaus County Department of Environmental Resources for review. Any necessary remedial activities shall be performed, prior to the start of any construction activities within 0.25 mile of the AL Castle property.</p>	Stanislaus County.	Prior to, and during construction activities associated with sewer pipeline.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	Remedial activities shall be coordinated with the Stanislaus County Department of Environmental Resources (and DTSC and/or SWRCB, as necessary).			
3.9-4 Interference with emergency access or adopted emergency response plans.	<p>3.9-4: Prepare and Implement a Construction Traffic Control Plan.</p> <p>A traffic control plan shall be implemented for construction activities that may affect road rights-of-way, in order to facilitate travel of emergency vehicles on affected roadways. The traffic control plan must follow the applicable and current Stanislaus County <i>Standards and Specifications</i>, and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to the existing surrounding land uses shall be maintained at all times, with detours used, as necessary, during road closures. The traffic control plan shall be submitted to the Stanislaus County Public Works Department for review and approval before the approval of all project plans or permits.</p>	Leaseholders / developers / contractors.	Prior to any construction activity that may affect road rights-of-way on- and off-site.	Stanislaus County.
3.10 Hydrology and Water Quality				
3.10-1 Potential temporary, short-term construction-related drainage and water quality effects.	<p>3.10-1b: Prepare and Implement a Stormwater Pollution Prevention Plan and Associated Best Management Practices.</p> <p>Prior to the start of earth-moving activities, leaseholders/developers/contractors for each project within the Specific Plan Area and for each off-site infrastructure improvement required to serve development under the Specific Plan shall obtain coverage under any applicable State or local stormwater permit for general construction activity, including the preparation and submittal of a project-specific storm water pollution prevention plan (SWPPP). The leaseholders/developers/contractors shall also prepare and submit erosion and sediment control and engineering plans and specifications for pollution</p>	Leaseholders / developers / contractors.	Prior to any earth-moving activities.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>prevention and control to the Stanislaus County Public Works Department.</p> <p>The SWPPP shall identify and specify an effective combination of robust erosion and sediment control Best Management Practices (BMPs) and construction techniques accepted by the County for use at the time of construction that would reduce the potential for runoff and the release, mobilization, and exposure of pollutants from project-related construction sites. Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction activities and shall be used in all subsequent site development activities.</p>			
<p>3.10-2 Potential increased risk of flooding and hydromodification from increased stormwater runoff</p>	<p>3.10-2: Prepare and Implement Drainage Plan Demonstrating Compliance with the County's Drainage Plan.</p> <p>All development shall implement all applicable design details within the County's approved drainage plan and shall provide project-specific details showing design measures to (1) protect long-term water quality; (2) ensure that future development continues to contain the 100-year (0.01 AEP) flood flows to avoid risk to people or structures within or down gradient of the project site; and (3) avoid an increase in hydromodification compared to pre-development levels that could change existing stream geomorphology. Plans demonstrating compliance with County drainage standards and project-specific details meeting the County's requirements and performance standards of this mitigation measure shall be submitted to and approved by the Stanislaus County Public Works Department. Plans shall contain supporting calculations, as determined necessary by the Public Works Director.</p>	<p>Leaseholders / developers / contractors.</p>	<p>Prior to issuance of grading or building permits and/or implementation of project construction.</p>	<p>Stanislaus County.</p>
<p>3.10-3 Create long-term operational water quality and hydrology effects as a result of agricultural and urban runoff.</p>	<p>3.10-3b: Prepare and Implement a Long-Term Site-Specific Operational Stormwater Quality Management Plan.</p> <p>The County shall implement a site-specific long-term operational stormwater quality/drainage management plan and incorporate procedures into all leases, contracts, and/or permits. The plan shall be designed to meet the</p>	<p>Stanislaus County and leaseholders / developers / contractors.</p>	<p>Prior to issuance of grading or building permits.</p>	<p>Stanislaus County.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>requirements of relevant permitting requirements, while acknowledging site-specific conditions and the presence of a nearby public-use airport. The plan shall outline the water quality improvements developed for the backbone infrastructure and provide detailed information about the structural and nonstructural BMPs proposed for phased project development. The plan shall include:</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the site-specific drainage design features (including LID features). ▶ Pre-development and post-development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by Stanislaus County. <p>The operational stormwater quality management plan shall contain a list of long-term operational BMPs that would be implemented throughout the project site to:</p> <ul style="list-style-type: none"> ▶ eliminate non-stormwater discharges; ▶ educate future on-site employees about the stormwater program requirements and the penalties for non-stormwater discharges; ▶ reduce the amount of pollutants carried by on-site stormwater; and ▶ treat on-site stormwater prior to off-site discharge. <p>Vegetation will be incorporated in to individual development plans, in accordance with Specific Plan policies. In addition, the project site shall be developed to include stormwater management facilities that promote evapotranspiration, infiltration, harvest/use, and biotreatment of stormwater and it shall include provisions to maintain these facilities in perpetuity. The facilities shall be designed using either volumetric or flow-based criteria as follows:</p> <p>Volumetric Hydraulic Sizing Design Criteria</p> <ul style="list-style-type: none"> ▶ The maximized capture stormwater volume for the tributary area, on the basis of historical rainfall records, determined using the formula and volume capture coefficients as required by Stanislaus County (i.e., 			

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p>approximately the 85th percentile 24-hour storm runoff event); or</p> <ul style="list-style-type: none"> ▶ The volume of annual runoff required to achieve 80 percent or more capture, determined in accordance with the methodology in Section 5 of the California Stormwater Quality Association (CASQA's) <i>Stormwater Best Management Practice Handbook, New Development and Redevelopment</i> (2003), using local rainfall data. <p>Flow-Based Hydraulic Sizing Design Criteria</p> <ul style="list-style-type: none"> ▶ The flow of runoff produced from a rain event equal to at least 0.2 inches per hour intensity; or ▶ The flow of runoff produced from a rain event equal to at least 2 times the 85th percentile hourly rainfall intensity as determined from local rainfall records. <p>In addition, any future land use within the project site that includes a high-risk pollutant discharge source shall provide additional site-specific treatment to address pollutants of concern prior to the flow reaching the infiltration facility. The adequacy of site-specific source treatment shall be determined by the County, and may include facilities, such as oil and grease separators and settling tanks.</p> <p>The operational stormwater quality management plan for each proposed leasehold development shall be submitted to the County for review and approval.</p>			
	<p>3.10-3c: Implement an Agreement between Project Leaseholders and Stanislaus County to Provide Maintenance, Monitoring, and Funding for Long-Term Operational Stormwater Quality Control.</p> <p>Prior to issuance of building permits for proposed development in the Specific Plan Area, leaseholders shall be required to enter into an agreement with the County that specifies the long-term maintenance, monitoring, and funding for operational stormwater quality controls at the project site.</p>	Leaseholders / developers / contractors.	Prior to issuance of grading or building permits.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
<p>3.10-4 Potential impacts on groundwater recharge and aquifer volume.</p>	<p>3.10-4a: Provide Setbacks for New Shallow Wells</p> <p>New shallow groundwater extraction wells shall be located at least 250 feet from project site boundaries to minimize potential drawdown effects on shallow aquifer wells located on nearby properties.</p>	<p>Stanislaus County.</p>	<p>Ongoing.</p>	<p>Stanislaus County.</p>
	<p>3.10-4b: Conduct and Report Groundwater Level Monitoring</p> <p>The County shall coordinate with the Groundwater Sustainability Agency to conduct groundwater monitoring as a part of implementation of the Groundwater Sustainability Plan for the vicinity of the Specific Plan Area. The exact construction, placement, and monitoring methodology will be defined in a groundwater level monitoring program in the Groundwater Sustainability Plan. Groundwater level monitoring activities, findings, and reporting schedule will also be defined in the Groundwater Sustainability Plan, along with the Minimum Thresholds and Measurable Objectives required in a Groundwater Sustainability Plan that govern when investigation and intervention is required and what adjustments to well field operation or other actions are required to avoid effects to existing off-site wells. Groundwater level monitoring shall commence prior to project implementation to establish baseline conditions.</p>	<p>Stanislaus County and the Groundwater Sustainability Agency.</p>	<p>Ongoing.</p>	<p>Stanislaus County and the Groundwater Sustainability Agency.</p>
<p>3.10-5 Placement of structures that would impede or redirect flood flows within a 100-year flood hazard area.</p>	<p>3.10-5: Prepare Site-Specific Hydraulic Studies to Appropriately Design Water Crossings to Pass 100-Year Flood Flows.</p> <p>Prior to construction of any roadway crossings over any waterbodies (e.g., Little Salado Creek, or the Delta-Mendota Canal, a licensed civil engineer shall be retained to prepare a site-specific hydraulic analysis investigating the channel capacity of the waterbody above and below the proposed crossing structure. The report shall determine site-specific streamflow volume and velocity under 100-year flood stage conditions at the proposed stream crossing locations, as required by the <i>Stanislaus County Standards and</i></p>	<p>Stanislaus County.</p>	<p>Prior to construction of any roadway crossing over Little Salado Creek or the Delta-Mendota Canal.</p>	<p>Stanislaus County.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<p><i>Specifications</i> (Stanislaus County 2014). Overcrossings over the Delta-Mendota Canal shall be coordinated with the Delta-Mendota Water Authority and/or DWR, respectively. The analysis shall include runoff calculations for any upstream development that may have occurred between preparation of this EIR and the time of the site-specific hydraulic analysis, either off or on-site. The hydraulic analysis shall be used to determine the appropriate bridge or culverted crossing design, and the results of the hydraulic analysis shall demonstrate that the proposed creek crossing structure will not impair 100-year flood flows associated with the waterbody. The hydraulic report, along with the proposed bridge or culverted crossing design, shall be submitted to the Stanislaus County Departments of Public Works for review and approval. All bridge and culvert designs shall be in accordance with the California Department of Transportation’s Bridge Design Specifications and <i>Stanislaus County Standards and Specifications</i> (Stanislaus County 2015). For example, current county specifications require that for pipe culverts, all headwalls or other appurtenant structures must be located adjacent to the right-of-way and the maximum fill slope over culverts must be 4 to 1 or flatter. The County also requires all fill placed within 2 feet above the 100-year flood (Q₁₀₀) elevation be protected from erosion by slope protection.</p>			
<p>3.10-6 Potential exposure of people or structures to a significant risk of flooding as a result of the failure of a levee or dam, including flooding from a seismic seiche.</p>	<p>3.10-6: Prepare a Site-Specific Levee Design Report and Incorporate Appropriate Design and Engineering Recommendations.</p> <p>Depending on the height of the Davis Road Levee, the project could be subject to Division of Safety of Dams (DSOD) jurisdiction. If so, the levee shall be designed, operated, and maintained according to applicable DSOD criteria. If not, the levee shall be designed according to standard geotechnical and civil engineering criteria by a California-licensed engineer, which may include specifications such as those contained in USACE Engineering Manual 1110-2-1913 <i>Design and Construction of Levees</i> (USACE 2000), Engineering Technical Letter</p>	<p>Stanislaus County.</p>	<p>Prior to construction of Davis Road Levee.</p>	<p>Stanislaus County.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	(ETL) 1110-2-569, <i>Design Guidance for Levee Underseepage</i> (USACE 2005), and ETL 1110-2-555, <i>Design Guidance on Levees</i> (USACE 1997).			
3.12 Noise and Vibration				
3.12-1 Potential exposure of noise-sensitive receptors to groundborne noise and vibration.	<p>3.12-1: Implement Noise and Vibration Measures from Construction Traffic.</p> <p>For construction traffic that could affect sensitive receptors:</p> <ul style="list-style-type: none"> ▶ Prepare a truck route plan. For vibration impacts, the truck route plan will route heavily loaded trucks away from roads where residences are within 50 feet of the edge of the roadway. Heavily loaded trucks will not be routed on West Marshall Road and any other roads that are located within 50 feet of residential or any other vibration-sensitive buildings. For noise impacts, the truck route plan will route trucks away from residential streets where residences or noise-sensitive uses are within 640 feet of the roadway. ▶ Operate earthmoving equipment on the construction lot as far away from vibration-sensitive sites as possible. ▶ Phase earthmoving and other construction activities that would affect the ground surface so as not to occur in the same time period. ▶ Large bulldozers and other construction equipment that would produce vibration levels at or above 86 VdB shall not be operated within 50 feet of adjacent, occupied residences. Small bulldozers shall be used instead of large bulldozers in these areas, if construction activities are required. For any other equipment types that would produce vibration levels at or above 86 VdB, smaller versions or different types of equipment shall be substituted for construction areas within 50 feet of adjacent, occupied residences. ▶ Construction activities shall not occur on weekends or federal holidays and shall not occur on weekdays between the hours of 7 p.m. and 7 a.m. 	Leaseholders / developers / contractors and Stanislaus County.	During all construction phases.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
3.12-2 Increase traffic noise levels at noise-sensitive receptors.	<p>3.12-2: Surfacing the Pavement along the Impacted Roadway Segment with Rubberized Asphalt Material</p> <p>Resurfacing of Bell Road from Fink Road to Ike Crow Road, and Fink Road from Bell Road to SR 33 shall use rubberized asphalt, in accordance with Chapter 1100 of the California Highway Design Manual.</p>	Stanislaus County.	Prior to completion of Phase 1.	Stanislaus County.
3.12-3 Long-term exposure of sensitive receptors to non-transportation noise sources.	<p>3.12-3: Placement and Orientation of Day Care Uses.</p> <p>Future day care uses shall be located and/or oriented so that noise-sensitive outdoor activity areas are not exposed to noise levels exceeding 65dB CNEL, the level of noise deemed acceptable in the vicinity of an airport according to the California Code of Regulations.</p>	Leaseholders / developers / contractors.	Ongoing.	Stanislaus County.
3.12-4 Short-Term Exposure of Sensitive Receptors to Construction Noise.	<p>3.12-4: Implement Construction Equipment Noise Reduction Measures.</p> <p>The following measures shall be implemented to minimize construction noise impacts for powered construction equipment operating within 500 feet of existing noise-sensitive uses:</p> <ul style="list-style-type: none"> ▶ Construction activities shall not occur on weekends, federal holidays, or on weekdays between the hours of 7 p.m. and 7 a.m. ▶ Locate fixed/stationary equipment (e.g., generators, compressors) as far as possible from noise-sensitive receptors. Shroud or shield all impact tools, and muffle or shield all in-take and exhaust ports on powered construction equipment. ▶ Store and maintain equipment as far as possible from noise-sensitive receptors. ▶ Properly maintain and equip all construction equipment with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. 	Leaseholders / developers / contractors for future developments and Stanislaus County for County-led infrastructure improvements.	During all construction phases.	Stanislaus County.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<ul style="list-style-type: none"> ▶ Shut down all motorized construction equipment when not in use to prevent excessive idling noise. 			
3.14 Traffic and Transportation				
<p>3.14-1 Existing plus project – intersection operations.</p>	<p>3.14-1: Off-site Traffic Signal or Roundabout Installations and Intersection Improvements.</p> <p>The following intersections are expected to meet signal warrants during peak-hour periods when the project is in place. The impact can be alleviated by installing traffic signals at the intersections where LOS would be degraded in exceedance of relevant thresholds. The affected jurisdictions can consider roundabouts as an alternative to traffic signals. The project shall contribute on a fair-share basis to the following improvements.</p> <p><u>Phase 1</u></p> <ul style="list-style-type: none"> ▶ Signalize Intersection 14. Sperry Avenue / SR 33 (Caltrans) ▶ Signalize Intersection 24. West Ike Crow Road / SR 33 (Stanislaus County) ▶ Signalize Intersection 26. Fink Road / Bell Road (Stanislaus County) ▶ Signalize Project Entrance / Fink Road (Stanislaus County) <p>Fink Road Interchange – Contribute on a fair-share basis to the improvement of the Fink Road interchange. Improvements recommended for the Fink Road interchange include signalizing the northbound ramps prior to completion of Phase 1 and widening the roadway beneath the freeway to create a westbound left turn lane at the southbound ramps intersection.</p> <p><u>Phase 2</u></p> <ul style="list-style-type: none"> ▶ Signalize Intersection 20. Marshall Road / SR 33 (Caltrans) ▶ Signalize Intersection 22. Marshall Road / Ward Avenue (Stanislaus County) ▶ Signalize Intersection 25. Fink Road / SR 33 (Stanislaus County) 	<p>Leaseholders / developers / contractors will contribute on a fair-share basis to fee to reimburse for off-site improvements and implementation will be directed by Stanislaus County.</p>	<p>Prior to completion of Phase 1 and Phase 2, as specified.</p>	<p>Stanislaus County.</p>

Impact	Mitigation Measure	Implementation	Timing	Enforcement
3.14-2 Existing plus project – roadway segment operations.	<p>3.14-2: Off-site Street Widening to Four Lanes on Marshall Road from Project Entrance to SR 33.</p> <p>Marshall Road between the project entrance and SR 33 shall be widened from two to four lanes to accommodate project-generated daily traffic.</p>	Leaseholders / developers / contractors will contribute on a fair-share basis to fee to reimburse for off-site improvements and implementation will be directed by Stanislaus County.	Prior to completion of Phase 2.	Stanislaus County and Caltrans.
3.15 Utilities and Service Systems				
3.15-5 Increased demand at City of Patterson Water Quality Control Facility (WQCF).	<p>3.15-5: Demonstrate Adequate Wastewater Treatment Capacity.</p> <p>Before the County will issue any building permit for a use proposing to connect to public sewer or construction of backbone sewer infrastructure connecting to the WHWD sewer line, the project applicant shall be required to provide written documentation to verify that existing treatment capacity is, or will be, available at the WQCF to support the proposed development. If treatment capacity is provided at the City of Patterson WQCF, projects within the Specific Plan Area shall contribute on a fair-share basis to the cost associated with such treatment capacity. Written documentation may include proof of executions of all financing agreements and/or other mechanisms, to the satisfaction of the City of Patterson, to ensure that any physical improvements required to treat wastewater associated with the proposed development will be in place prior to occupancy.</p>	Leaseholders / developers / contractors.	Prior to issuance of any building permits for a use proposing to connect to public sewer or construction of backbone sewer infrastructure connecting to the WHWD sewer line.	Stanislaus County.
Cumulative Impacts				
TRANSPORTATION AND TRAFFIC – Cumulative with Project Conditions – Intersection Operations	<p>Mitigation Measure – Cumulative with Project Transportation 1: Traffic Signal Installation</p> <p>The project shall contribute on a cumulative fair-share basis to the signalizations for Intersections 1, 2, 10, 11, 14, 17, 18, 19, 20, and 25. The project shall also contribute on a cumulative fair-share basis, in coordination with the City of Newman, to the signalization of the following intersections:</p> <ul style="list-style-type: none"> ▶ Fink Road / Davis Road (Stanislaus County) 	Stanislaus County and Caltrans.	Prior to completion of Phase 3.	Stanislaus County and Caltrans.

Impact	Mitigation Measure	Implementation	Timing	Enforcement
	<ul style="list-style-type: none"> ▶ Fink Road / Ward Avenue (Stanislaus County) ▶ I-5 NB Ramps/ Fink Road (Caltrans) ▶ I-5 SB Ramps/ Fink Road (Caltrans) ▶ SR 33 intersections with Stuhr Road, Jensen Road, Yolo Street, and Inyo Street. 			
<p>TRANSPORTATION AND TRAFFIC – Cumulative with Project Conditions – Roadway Segment Operations</p>	<p>Mitigation Measure – Cumulative with Project Transportation 2: Roadway Widening</p> <p>The project shall contribute on a cumulative fair-share basis to the improvement to Roadway Segment 16, West Main Street west of Carpenter Road: from two to four lanes, and the improvement to Roadway Segment 19, I-5 north of Sperry Avenue: from four to six lanes. The project shall also contribute on a cumulative fair-share basis to the following roadway widening improvements:</p> <ul style="list-style-type: none"> ▶ Roadway Segment 4. SR 33 south of Stuhr Road to Inyo Street: from two to four lanes ▶ Roadway Segment 8. SR 33 between Marshall Road and Sperry Avenue: from two to four lanes ▶ Roadway Segment 20. I-5 between Fink Road and Sperry Avenue: from four to six lanes 	<p>Stanislaus County and Caltrans.</p>	<p>Prior to completion of Phase 3.</p>	<p>Stanislaus County and Caltrans.</p>

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