

Mitigation Monitoring and Reporting Program
for
Stadium Center Phase III Project



SCH# 2007012018

Prepared for:
City of Manteca



March 2008

EDAW | AECOM

Mitigation Monitoring and Reporting Report
for
Stadium Center Phase III Project



SCH# 2007012018

Prepared for:

City of Manteca
1001 West Center Street
Manteca, CA 95337

Contact:

Mark Meissner
Senior Planner
209/239-8424

Prepared by:

EDAW
2022 J Street
Sacramento, CA 95811

Contact:

Amanda Olekszulín
916/414-5800

March 2008

EDAW | AECOM

Table of Contents

Section	Page
Introduction	1
Purpose of the MMRP	1
Roles and Responsibilities.....	1
Monitoring Schedule	2
Changes to Mitigation Measures	2
MMRP Summary Table	2
References	3
Table	
MMRP Summary Table	4

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for the monitoring of mitigation measures required of the Stadium Center III Project (proposed project) as set forth in the Final Environmental Impact Report (Final EIR) prepared for the project.

Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the State CEQA Guidelines require public agencies “to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR for the project identified potentially significant adverse impacts related to construction and implementation activities, and mitigation measures have been identified to reduce most of those impacts to a less-than-significant level.

This MMRP will be adopted by the City Council when it approves the project.

This MMRP will be kept on file at the City of Manteca Community Development/Planning Department, 1001 West Center Street, Manteca, CA 95337.

PURPOSE OF THE MMRP

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during project construction and implementation, as required. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. A summary table (attached) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring procedures, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City at its discretion may delegate implementation responsibility or portions thereof to a licensed contractor.

The City will be responsible for overall administration of the MMRP and for verifying that City staff or a qualified construction contractor has completed the necessary actions for each measure. The City will designate a project manager to oversee the MMRP during the construction period. Duties of the project manager include the following:

- ▶ Ensure that routine inspections of the construction site are conducted by appropriate City staff; and check plans, reports, and other documents required by the MMRP.
- ▶ Serve as a liaison between the City and the construction contractor regarding mitigation monitoring issues.
- ▶ Complete forms and maintain records and documents required by the MMRP.

- ▶ Coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

MONITORING SCHEDULE

Before the issuance of grading permits, City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project. City staff will prepare reports identifying compliance with mitigation measures. Once construction begins, monitoring of mitigation measures associated with construction will be included in the responsibilities of designated City staff who shall prepare reports of such monitoring no less than once per month until construction completes. Once construction is completed, the City will monitor the project as deemed necessary.

CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP made by City staff shall be reported in writing. Reference to such changes shall be made in the monthly or annual Environmental Mitigation Monitoring Report prepared by City staff. Modifications to the mitigation measures may be made by City staff subject to one of the following findings and documented by evidence included in the record:

1. 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 conditions of the environment, or other factors.

OR

2. The modified or substitute mitigation measure to be included in the MMRP 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

3. The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the responsible hearing bodies in their decisions on the Final EIR and the proposed project.

AND

4. The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can assure their implementation.

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

MMRP SUMMARY TABLE

The MMRP Summary Table that follows should guide the City in its evaluation and records of the implementation of mitigation measures.

The column categories identified in the MMRP Summary Table are described below:

Mitigation Number – lists the mitigation measures by number.

Mitigation Measure – provides the text of the mitigation measures identified in the EIR.

Timing/Schedule – lists the time frame in which the mitigation will take place.

Implementation Responsibility – identifies the entity responsible for complying with the requirements of the mitigation measure.

Implementation and Verification – verifies compliance. The “Action” column describes the type of action taken to verify implementation. The “Date Completed” column is to be dated and initialed by the project manager, or his/her designee, based on the documentation provided qualified contractors, or through personal verification by City representatives.

REFERENCES

California Department of Fish and Game. 1995. *Staff Report on Burrowing Owl Mitigation*. Sacramento, CA.

City of Manteca. 2006. *City of Manteca Storm Drain Master Plan*. Prepared by West Yost and Associates. Manteca, CA.

———. 2003 (October 6). *Manteca General Plan 2023 Draft Environmental Impact Report*. SCH# 2002042088. Prepared by Wade Associates.

———. 1999. *City of Manteca Wastewater Quality Control Facility Master Plan*.

San Joaquin Valley Air Pollution Control District. 2002. *Guide for Assessing and Mitigating Air Quality Impacts*. Fresno, CA.

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
Mitigation Measures Identified in the Environmental Impact Report					
Visual Resources					
4.2-4	<p>Impacts from Lighting</p> <p>To address elevated site lighting levels throughout most of the site and lower than standard lighting levels in the northeast corner of the site, the applicant shall implement the following measures:</p> <ol style="list-style-type: none"> 1. Reduce lamp wattages on all pole mounted lighting fixtures from 400W to 250W along the perimeter of the parking field adjacent to Daniels Street and Laurel Park Circle. Prior to project construction, the project applicant shall perform a nighttime lighting field verification test to document that the light and glare emanating from the high-mast lights selected for the site would not cast light and glare that exceed IESNA lighting recommendations at the property line of adjacent residences and at the nearest edge of right-of-way to SR 120. The field verification test shall be conducted under the oversight of the City of Manteca and shall demonstrate to the City's satisfaction that off-site light and glare levels would not result in excessive lighting levels at neighboring properties. 2. Reduce lamp wattages on all wall mounted lighting fixtures to 150W. 3. Include glare shields with all type WL and WL-250 fixtures to reduce back splash. 4. Add one to two fixtures at the northeast corner of the site. 	Prior to issuance of building permits.	Project applicant	Verify lighting plans conform to City standards	
Air Quality					
4.3-1	<p>The following SJVAPCD-recommended enhanced and additional control measures shall be implemented by the project applicant further reduce fugitive PM₁₀ dust emissions.</p> <ul style="list-style-type: none"> ▶ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1%. ▶ Limit traffic speeds on unpaved surfaces to 15 miles per hour (mph) 	During grading and construction activities for each phase	Project applicant	Monitor on a regular basis to verify implementation of appropriate fugitive dust control measures	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> ▶ Suspend excavation and grading activity when winds exceed 20 mph. ▶ Limit area subject to excavation, grading, and other construction activity at any one time. 				
4.3-2a	<p>Mitigation to reduce NO_x emissions addresses reducing the number of motor vehicle trips and reducing the emissions of individual vehicles under control of the Applicant. The following measures shall be implemented by the Applicant unless it can be demonstrated to the City of Manteca that the measures would not be feasible:</p> <ul style="list-style-type: none"> a. The applicant shall require the Stadium Center Operator to operate, maintain, and promote a ride-share program for employees of the various businesses. b. The applicant shall include one or more secure bicycle parking areas within the property and encourage bicycle riding for both employees and customers. c. The Lowe’s Home Improvement Warehouse shall be designed to meet Title 24 + 20% energy efficiency standards. d. The Lowe’s Home Improvement Warehouse shall include shower and locker facilities for employees to encourage bicycle, walking, and jogging as options for commuting. e. Implement Mitigation Measure 4.11-9, which requires the applicant to coordinate with the City and modify the project designs to provide appropriate bus transit facilities at the project site. f. The Applicant shall require that all materials handling equipment operated by the businesses within the facility be electric or use non-diesel engines. g. Implement a computer-controlled energy management system. h. Use high-efficiency fluorescent lighting that utilize parabolic reflectors throughout the sales area. 	<ul style="list-style-type: none"> a-d. Prior to issuance of building permits e. See mitigation measure 4.11-9 f-r. During project operation 	<ul style="list-style-type: none"> a-d. Project applicant e. See mitigation measure 4.11-9 f-r. Project applicant 	<ul style="list-style-type: none"> a-d. Verify that the applicant implements a ride-share program; provides secure bicycle parking areas; meets Title 24 California Code of Regulations + 20% energy efficiency; and includes shower and locker facilities e. See mitigation measure 4.11-9 f-r. Verify businesses operate electric or non-diesel engines materials handling equipment 	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> i. Use skylights and photovoltaic cells with computer controls that dim and turn off lights when appropriate levels of light are available to light the interior of the building. j. Use timers and computer controls to turn off exterior lights during after-hour periods. k. Use white-roof membrane to reflect heat. l. Use motion sensors to turn off light in rooms that are not in use. m. Use the highest-efficiency air handling system to heat and cool the building. n. Use low flush volume fixtures in the bathrooms to reduce domestic water consumption by 30%. o. Implement a trash recycling program to collect recyclable waste including but not limited to: cardboard, pallets, aluminum cans, paper, and re-chargeable batteries. p. Use building materials that contain 20% recycled products. q. Use wood products in building construction that are certified by the Forest Stewardship Councils Principles and Criteria. r. Use adhesives and sealants in the building that are manufactured with low volatile organic compound content. 				
4.3-2b	<p>While area sources comprise a small fraction of the anticipated NO_x emissions, it is the policy of the City of Manteca to require developer to include measures to reduce emissions through energy efficient design. The following measures shall be implemented by the Applicant unless it can be demonstrated to the City of Manteca that the measures would not be feasible: The Applicant shall include features in the lighting, heating, ventilating, and air conditioning design of each building on the site that will result in energy use at least 20% below Title 24 requirements.</p>	Prior to issuance of building permits	Project applicant	Verify building design results in at least 20% below Title 24 California Code of Regulations requirements	
4.3-5	<p>The Applicant shall require all businesses that occupy the property to install odor-controls as necessary to prevent a substantial dispersion of odors to adjacent residential areas.</p>	Prior to issuance of building permits	Project applicant	Verify businesses install odor-controls	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
Noise					
4.4-1	Short-Term Construction Noise				
	a. All outdoor operation of construction equipment shall be limited to the hours from 7:00 a.m. to 7:00 p.m. daily.	During grading and project construction activities	Construction contractor(s)	Verify outdoor construction equipment operates between 7:00 a.m. to 7:00 p.m. daily	
	b. Construction equipment staging areas shall be set back from nearby off-site sensitive receptors, including the housing northeast and southeast of the project site.	During grading and project construction activities	Construction contractor(s)	Verify construction equipment staging areas are setback from nearby off-site sensitive receptors	
	c. All construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.	During grading and project construction activities	Construction contractor(s)	Verify construction equipment is properly maintained and equipped with noise control	
4.4-3	Stationary- and Area-Source Noise Levels				
	a. The applicant shall incorporate operational measures that prevent noise generated by on-site truck and forklift activity from exceeding the maximum allowable noise exposure standards of the City's general plan of 70 dBA L _{max} during daytime hours, and 65 dBA L _{max} during nighttime hours in the outdoor activity areas of nearby residents (Table 4.4-5). The following operational measures shall be implemented:	The project applicant shall implement Item a (1-2) during project operation	Project applicant	Verify on-site truck and/or fork lift activities occur between daytime hours of 7 a.m. to 10 p.m.; verify on-site truck and/or fork lift activities occurring outside of daytime hours of 7 a.m. to 10 p.m. enter, exit, idle, and wait at on-site locations where no off-site receptors	
	1. Limit on-site truck activity and/or fork lift activity, including the ingress, egress, idling, and waiting of trucks at the site to the daytime hours of 7 a.m. to 10 p.m., or, outside of the hours between 7 a.m. and 10 p.m., require trucks to enter, exit, idle, and wait at on-site locations where no off-site receptors would be exposed to noise exceeding City standards, as calculated by an acoustical engineer. This may involve requiring trucks to				

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>enter and exit at the two entrances west of the proposed Lowe’s store building and wait in or near the customer parking area west of the proposed Lowe’s building.</p> <p>2. Only operate forklifts that generate noise levels less than 66 dBA at a distance of 50 feet. This can be achieved by selecting a fork lift model based on the noise level data included in the manufacturer’s specifications, choosing a low-noise electric-powered forklift, and/or with the installation of additional shrouds or mufflers.</p>			would be exposed to noise exceeding City standards; and verify operation of fork lifts that generate noise levels less than 66 dBA at a distance of 50 feet generate	
	<p>b. In addition, the applicant shall incorporate design measures to reduce exposure of off-site residences to noise generated by on-site truck and forklift activity to levels that are below City standards, as calculated by an acoustical engineer. These design measures may include, but are not limited to, the following:</p> <p>1. Construction of a wall, berm, or combination thereof along the southeast side of the site to provide additional attenuation to off-site noise-sensitive receptors. The barrier shall be constructed of solid material (e.g., brick, block, adobe, earth) and be of sufficient height to, at a minimum, block the line of site from the loading dock area to the ground floor of the residences located to the southeast. The barrier shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the color and character of the area and not become the dominant visual element of the community.</p> <p>2. Construction of a taller sound wall, up to 8 feet in height, at the location of the existing 6-foot-high masonry wall located along the property line of the affected homes on Laurel Park Circle. This wall shall be constructed of solid material (e.g., brick, block, adobe) and be of sufficient height to, at a minimum, block the line of site from the loading dock area to the ground floor of the residences located to the southeast. This barrier shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the color and character of the nearby homes and not become the dominant visual element of the community.</p>	The project applicant shall implement Item b (1–4) prior to issuance of building permits	Project applicant	Verify construction of wall, berm, or combination thereof along the southeast side of the site; verify construction of a sound wall at the location of the existing 6-foot-high masonry wall located along the property line of homes on Laurel Park Circle and that the sound wall is be of sufficient height to, at a minimum, block the line of site from the loading dock area to the ground floor of the residences located to the	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>3. In combination with the existing 6-foot-high masonry wall located along the property line of the homes on Laurel Park Circle, the selected measures shall provide a total of at least 6.7 dBA reduction in truck and forklift noise at the backyards of the affected homes. This would be enough attenuation to reduce noise generated by on-site loading activity to less than the 70 dBA L_{max} standard established in the City’s general plan for daytime hours. In addition, prohibiting on-site truck activity and operations at the loading dock during the more noise-sensitive hours of the day would prevent the generation of noise levels that exceed the 65 dBA L_{max} standard established in the City’s general plan for nighttime hours. Funding for the implementation of the selected mitigation measures shall be wholly provided by the project applicant. Where there is a question regarding the noise levels before and after mitigation is implemented in a particular area, site-specific noise studies/modeling shall be conducted to determine compliance or noncompliance with standards.</p>			southeast verify the above measures provide a total of at least 6.7 dBA reduction in truck and forklift noise at the backyards of the affected homes; and, if necessary, verify site-specific noise studies/modeling are conducted to determine compliance or noncompliance with standards	
	<p>c. Mechanical equipment (e.g., heating, ventilation, and air conditioning equipment) shall be located at the farthest distance from and/or be enclosed or shielded from nearby existing noise-sensitive receptors to the extent that their sound levels are below City standards, as calculated by an acoustical engineer.</p>	Prior to issuance of building permits	Project applicant	Verify mechanical equipment is located farthest distance from and/or be enclosed or shielded from nearby existing noise-sensitive receptors to the extent that their sound levels are below City standards	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>d. The applicant shall incorporate design features to ensure that noise levels generated by the emergency power generator do not exceed the City’s general plan daytime noise standard of 50 dBA L_{eq} or the nighttime standard of 45 dBA L_{eq} at off-site noise-sensitive receptors, as determined by an acoustical engineer. These features may include but are not limited to the following:</p> <ol style="list-style-type: none"> 1. The emergency power generator shall be located at the farthest distance from and/or be enclosed or shielded from nearby existing noise-sensitive receptors. 2. The noise level posted in the manufacturer’s noise specifications shall be considered when selecting a model and a low-noise model shall be selected. 3. The generator shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers’ specifications. 4. All regular testing of the generator shall occur between the hours from 7:00 a.m. to 7:00 p.m. <p>Where there is a question regarding the noise levels before and after mitigation is implemented in a particular area, site-specific noise studies/modeling shall be conducted to determine compliance or noncompliance with standards, and the design shall be adjusted so that standards are met. Funding for the installation of this mitigation measure shall be provided by the project applicant.</p>	Prior to issuance of building permits	Project applicant	Verify design features are incorporated to ensure that noise levels generated by the emergency power generator do not exceed the City’s general plan daytime noise standard of 50 dBA L _{eq} or the nighttime standard of 45 dBA L _{eq} at off-site noise-sensitive receptors; and, if necessary, verify site-specific noise studies/modeling are conducted to determine compliance or noncompliance with standards	
Biological Resources					
4.5-2	<p>Impacts to Special-Status Wildlife.</p> <ul style="list-style-type: none"> ▶ The project applicant is committed to obtaining coverage under the SJMSCP to mitigate for project impacts and obtain incidental take authorization for SJMSCP-covered species under the City of Manteca’s Section 10(a) and Section 2081 permits. Compensation for significant impacts on all SJMSCP-covered species would be accomplished through payment of development fees for conversion of open space lands that may provide habitat for these species. 	Prior to issuance of the first grading permit	Project applicant	Verify the applicant has obtained an incidental take permit from SJCOG and has paid all appropriate fees; and verify that a SJCOG biologist	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>Development fees would be paid to the San Joaquin Council of Governments (SJCOG) in the amount specified by SJCOG, which administers the SJMCSP.</p> <p>In addition, incidental take avoidance and minimization measures for species that could be significantly affected as a result of the project would be implemented, as determined by the SJCOG, and in accordance with requirements of the SJMSCP. Potentially suitable nesting habitat for Swainson’s hawk, white-tailed kite, northern harrier, burrowing owl, and loggerhead shrike is currently present in the project area and could be affected by project implementation. During the SJMSCP application process, SJCOG will determine whether the project site supports suitable nesting habitat for these species. If SJCOG determines suitable habitat is present on or adjacent to the project site, the following SJMSCP incidental take avoidance and minimization measures for applicable special status birds shall be implemented:</p> <ul style="list-style-type: none"> ▶ Swainson’s Hawk: Project-related construction activities (such as equipment movement, truck movement, and equipment or materials deliveries to the project site) could require the trimming or removal of nearby trees. If any trees adjacent to the site with potential to support Swainson’s hawk nests must be removed, the tree shall be removed only during the nonbreeding season between September 16 and February 28. If a nest tree adjacent to the site becomes occupied during construction activities, then a qualified biologist shall conduct a survey to determine if Swainson’s hawks are nesting immediately adjacent to the site. The survey shall be conducted within one week prior to beginning of construction. If construction would occur during the nesting season (March 1–September 15), then all construction activities shall remain a distance of two times the dripline of the tree, measured from the nest. A setback of this distance shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave the nest. ▶ Burrowing Owl: The presence of ground squirrels and squirrel burrows are attractive to burrowing owls. Burrowing owls may 			has confirmed that adequate setbacks have been established as required of the incidental take permit.	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>therefore be discouraged from entering or occupying construction areas by discouraging the presence of ground squirrels. To accomplish this, the project applicant should prevent ground squirrels from occupying the project site early in the planning process by employing one of the following practices:</p> <ul style="list-style-type: none"> • The project applicant may plant new vegetation or retain existing vegetation entirely covering the site at a height of approximately 36” above the ground. Vegetation should be retained until construction begins. Vegetation will discourage both ground squirrel and owl use of the site. • Alternatively, because burrowing owls are not known or suspected on the project site and the project area is an unlikely occupation site for red-legged frogs, San Joaquin kit fox, or tiger salamanders: <ul style="list-style-type: none"> • The project applicant may disc or plow the entire project site to destroy any ground squirrel burrows. At the same time burrows are destroyed, ground squirrels should be removed through one of the approved methods described in Appendix A of the SJMSCP to prevent reoccupation of the project site. If these measures are not attempted or are attempted but fail, and burrowing owls are known to occupy the project site, then the following measures shall be implemented: <ul style="list-style-type: none"> - During the non-breeding season (September 1 through January 31) burrowing owls occupying the project site should be evicted from the project site by passive relocation as described in DFG’s Staff Report on Burrowing Owls (1995) - During the breeding season (February 1 through August 31) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies’ representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies 				

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed.</p> <ul style="list-style-type: none"> ▶ White-tailed Kite: Preconstruction surveys shall investigate all potential nesting trees within 150 feet of the project site (e.g., especially tree tops 15–59 feet above the ground in oak, willow, eucalyptus, cottonwood, or other deciduous trees), during the nesting season (February 15 to September 15) whenever white-tailed kites are noted on-site or within the vicinity of the project site during the nesting season. A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing. ▶ Northern harrier: A setback of 500 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing. <p>Loggerhead Shrike: A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.</p>				

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.5-3	<p>Impacts to Common Raptors.</p> <p>To avoid and minimize potential project effects on common raptors, the project applicant shall do the following:</p> <ul style="list-style-type: none"> ▶ If project activity would commence during the raptor nesting season (February 15 to September 15), preconstruction surveys shall be conducted by a qualified biologist during the nesting season. The surveys shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be conducted within 14 days prior to commencement of project activity. If no active nests are found, no further mitigation shall be required. ▶ If active nests are found, impacts shall be avoided by establishment of appropriate buffers. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. DFG guidelines recommend implementation of 500 foot buffers, but the size of the buffer may be adjusted if a qualified biologist determines adverse affects to the nest are not likely. Monitoring of the nest by a qualified biologist may be required if the activity has potential to adversely affect the nest. 	Within two weeks of the commencement of any ground-disturbing construction activities	Project applicant	Verify that pre-construction surveys for raptors have been completed through a letter report from a qualified biologist	
4.5-5	<p>Consistency with Federal, State, and Local Plans, Policies, and Ordinances.</p> <p>Implementation of Mitigation Measures 4.5-2 and 4.5-3 would sufficiently address measures necessary to mitigate for Impact 4.5-5.</p>	See Mitigation Measures 4.5-2 and 4.5-3	See Mitigation Measures 4.5-2 and 4.5-3	See Mitigation Measures 4.5-2 and 4.5-3	
Hazards and Hazardous Materials					
4.6-1	<p>Create a Safety Hazard to Construction Workers and Residents.</p> <p>a. To avoid health risks to construction workers, prior to issuance of a grading permit the applicant shall prepare a site Health and Safety Plan. This plan will outline measures that shall be employed to protect construction workers and the public from exposure to hazardous materials during demolition and construction activities. These measures could include, but would not be limited to, posting notices, limiting access to the site, air monitoring, watering, and</p>	Prior to issuance of grading permits.	Project applicant	Verify preparation of and review Health and Safety Plan	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	installation of wind fences. Development contractors shall be required to comply with state health and safety standards for all demolition work. If necessary, this shall include compliance with OSHA and Cal-OSHA requirements regarding exposure to asbestos and lead-based paint.				
b.	Before demolition of any structures associated with past and current farming operations (i.e., irrigation control structures, irrigation well, pump, and any Transite piping) or grading in any areas of previously undiscovered contamination, the project applicant shall investigate the extent to which soil and/or groundwater has been contaminated from past operations. This investigation shall follow ESA and/or other appropriate testing guidelines and shall include, as necessary, analysis of soil and/or groundwater samples taken at or near potential contamination sites. If the results indicate that contamination exists at levels above regulatory action standards, then the SJCDEH shall be notified and the site shall be remediated in accordance with recommendations made by SJCDEH, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies. The agencies involved would depend on the type and extent of contamination. Remediation activities could include but would not be limited to the excavation of contaminated soil areas and hauling of contaminated soil materials to an appropriate off-site disposal facility, mixing of on-site soils, and capping (i.e., paving or sealing) of contaminated areas.	Prior to issuance of demolition or grading permits	Project applicant/ City of Manteca Project applicant	Verify and review ESA investigation; notify the SJCDEH if results are above regulatory action standards and verify remediation of site in accordance with recommendations made by SJCDEH, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies	
c.	The project contractors shall prepare a site plan that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material on the project site. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and	Prior to issuance of grading permits	Project applicant; Construction contractor(s)	Verify preparation of review site plan that identifies any necessary remediation activities appropriate for proposed land uses and verify	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>treat the contaminated groundwater to remove contaminants before discharge in the sanitary sewer system. The development contractors shall be required to comply with the plan and applicable local, state, and federal laws and the requirements of the City of Manteca for dewatering discharge. The plan shall outline measures for specific handling and reporting procedures for hazardous materials, and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.</p> <p>In addition, the following measures shall apply to construction activities as appropriate.</p> <ol style="list-style-type: none"> 1. The SJCDEH shall be notified if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during excavation. Any contaminated areas shall be remediated in accordance with recommendations made by SJCDEH, RWQCB, DTSC, or other appropriate federal, state, or local regulatory agencies as generally described above. 2. Before demolition of any Transite piping, the project applicant shall hire a qualified consultant to investigate whether any of this piping, including recently demolished piping, contain asbestos-containing materials that could become friable or mobile during demolition activities. If found, the asbestos-containing materials shall be removed by an accredited inspector in accordance with EPA and Cal-OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal-OSHA asbestos worker construction standards. The asbestos-containing materials shall be disposed of properly at an appropriate off-site disposal facility. 	<p>During ground-disturbing activities</p> <p>Prior to issuance of demolition permits</p>	<p>City of Manteca/ Project applicant; Construction contractor(s)</p> <p>Project applicant</p>	<p>construction contractor(s) comply the site plan and applicable regulations</p> <p>If evidence of previously undiscovered soil or groundwater contamination is encountered during excavation, notify SJCDEH and remediate in accordance with their standards</p> <p>Verify qualified consultant is hired to investigate whether any Transite piping, including recently demolished piping, contain asbestos-containing materials that could become friable or mobile during demolition activities; and if materials are found, verify removal of</p>	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
				asbestos-containing materials by an accredited inspector in accordance with EPA and Cal-OSHA standards	
Geology, Soils, and Seismicity					
4.7-1	Risks to People and Structures Caused by Strong Seismic Ground Shaking.				
	a. Before contract bidding for project construction, the approved project design plans and specifications, including grading and foundation plans, shall be reviewed by a soils engineer approved by the City. This review shall be completed to assess whether the recommendations in the geotechnical report (prepared by Kleinfelder 2005) are sufficient for construction of the buildings described in the final project design plans. If these measures are deemed insufficient, the geotechnical engineer shall prepare a supplemental site-specific geotechnical report with appropriate recommendations sufficient to ensure the safety of project structures and site occupants. These measures could include, but are not limited to, the construction of deep foundations, installation of driven piles (if needed), and extra reinforcement of foundation slabs. At a minimum, these measures shall demonstrate that the proposed project design would meet CBC and City design standards.	Prior to issuance of a grading permit	Project applicant	Verify project design plans have been reviewed by a soils engineer approved by the City, and if measures recommended in the geotechnical report are deemed insufficient, verify preparation of a supplemental site-specific geotechnical report with appropriate recommendations sufficient to ensure the safety of project structures and site occupants	
	b. During project design and construction, all measures outlined in the geotechnical report for the proposed project (Kleinfelder 2005) and, if necessary, measures included in supplemental site-specific geotechnical report(s), shall be implemented to ensure that project	During project design and construction activities	Project applicant; construction contractor(s)	Verify that the project design adheres to geotechnical	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>structures and site occupants would be safe during seismic events. These measures could include, but are not limited to, the construction of deep foundations, installation of driven piles (if needed, but not currently proposed), and extra reinforcement of foundation slabs. At a minimum, these measures shall demonstrate that the proposed design would meet CBC and City design standards.</p>				<p>recommendations outlined in the Kleinfelder (2005) report.</p>
	<p>c. The on-site soils will likely be saturated by rainfall in the winter and early spring months. If the construction schedule requires continued work during the wet months, the City shall require the applicant to consult with a qualified civil engineer and implement any additional recommendations provided, as conditions warrant. These measures could include, but are not limited to, the construction of deep foundations, installation of driven piles (if needed), and extra reinforcement of foundation slabs. At a minimum, these measures shall demonstrate that the proposed design would meet CBC and City design standards.</p>	<p>Prior to issuance of the grading permits</p>	<p>Project applicant</p>		<p>Verify that the project applicant consulted with a qualified civil engineer and implement any additional recommendations provided, and demonstrate that the proposed design would meet CBC and City design standards.</p>
4.7-2	<p>Risks to People and Structures Caused by Seismic-Related Ground Failure.</p> <p>The applicant shall implement Mitigation Measure 4.7-1, described above, to reduce the seismic-related ground failure risks to people and structures at the proposed project site.</p>	<p>See measure 4.7-1 above</p>	<p>See measure 4.7-1 above</p>		<p>See measure 4.7-1 above.</p>
4.7-3	<p>Construction-Related Erosion Hazards.</p> <p>a. A grading and erosion control plan shall be prepared by a California Registered Civil Engineer and submitted to the Manteca Department of Public Works prior to issuance of any grading permits. The plan shall be consistent with CBC grading requirements and shall include the site-specific grading proposed for the new development. The project applicant shall ensure that the construction contractor is</p>	<p>Prior to issuance of first grading permit</p>	<p>Project applicant; construction contractor(s)</p>		<p>Verify preparation of grading and erosion control plan for project</p>

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	responsible for securing a source of transportation and deposition of excavated materials.				
b.	BMPs for erosion and siltation prevention, as further described in Section 4.9, "Hydrology and Water Quality" of this document, shall be implemented at the project site during all construction activities. The project applicant shall consult with the Central Valley Regional Water Quality Control Board to acquire the appropriate regulatory approvals that may be necessary to obtain Section 401 water quality certification, State Water Board statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific waste discharge requirements (WDRs) or waivers. As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate Notice of Intent (NOI) and prepare the SWPPP and any other necessary engineering plans and specifications for pollution prevention and control. The SWPPP and other appropriate plans shall identify and specify the use of erosion and sediment control BMPs, means of waste disposal, implementation of approved local plans, nonstormwater management controls, permanent postconstruction BMPs, and inspection and maintenance responsibilities. The SWPPP would also specify the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges. A sampling and monitoring program would be included in the SWPPP that meets the requirements of State Water Board Order 99-08-DWQ to ensure that the BMPs are effective.	Prior to issuance of first grading permit	Project applicant; construction contractor(s)	Verify filing of notice of intent to the Central Valley RWQCB	
c.	Prior to issuance of grading permits, construction techniques shall be identified that would reduce the potential for runoff, and the grading and erosion control plan shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall	Prior to issuance of first grading permit	Project applicant; construction contractor(s)	Verify preparation of Storm Water Pollution Prevention Plan	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>be used in all subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site.</p>				
4.7-5	<p>Risk of Structural Damage Caused by Corrosive Soils. A design recommendation study for the proposed project site shall be completed by a qualified corrosion engineer before any grading permit is issued. The study shall specifically address corrosive soils where damage to underground facilities may occur and shall provide recommendations, if needed, that the project applicant shall implement. Potential methods to address corrosive soils include the use of cathodic protection or sacrificial anodes for buried metals, use of concrete with a lower water-to-cement ratio and/or sulfate-resistant concrete, and the use of Type II or Type II modified cement. Appropriate measures identified in the design-level study and approved by the City shall be implemented during project construction.</p>	<p>Prior to issuance of first grading permit and during project construction</p>	<p>Project applicant</p>	<p>Verify that the geotechnical report identified in measure 4.7-1 above includes measures to address corrosive soils; and monitor on a regular basis that geotechnical recommendations are being implemented at the site</p>	
Agricultural Resources					
4.8-1	<p>Direct Conversion of 16 Acres of Important Farmland to Nonagricultural Urban Use. The project applicant shall pay the required City of Manteca agricultural mitigation fee to help offset the conversion of Important Farmland. Consistent with Chapter 13.42 of the Manteca Municipal Code, a \$2,000 agricultural mitigation fee shall be assessed for every acre of Important Farmland that would be developed as part of the proposed project. A total of \$32,000 (\$2,000 multiplied by 16 acres) shall be provided to the City. Under the City’s program, the fees collected would be used to acquire</p>	<p>Prior to issuance of first grading permit</p>	<p>Project applicant</p>	<p>Verify payment of the City’s agricultural fee</p>	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	farmland conservation easements and/or farmland deed restrictions. Consistent with goals of the City’s Right To Farm ordinance, this mitigation measure would help reduce the occurrence of conflicts between nonagricultural and agricultural land uses due to development pressures by preserving agricultural lands located within the project vicinity.				
Hydrology and Water Quality					
4.9-1	Temporary Construction-Related Water Quality Effects. The project applicant shall implement Mitigation Measure 4.7-3, “Construction-Related Erosion Hazards.”	See measure 4.7-3 above	Se measure 4.7-3 above	See measure 4.7-3 above	
4.9-2	Long-Term Water Quality Effects of Urban Runoff. The project applicant shall implement permanent water quality features (BMPs) designed in conformance with standards of the Central Valley RWQCB, the City of Manteca, and SSJID. The applicant shall submit designs for these features to the City prior to issuance of a grading permit. The project applicant shall implement BMPs such as, but not limited to, the following: a. The project applicant shall ensure that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate to decrease the potential for downstream erosion. To address peak stormwater discharge rates, the project applicant shall confirm that the Dutra NE stormwater basin is properly sized to accommodate the proposed project.	Prior to issuance of the first building permit	Project applicant; construction contractor(s)	Verify that the Dutra NE stormwater basin is properly sized to accommodate the proposed project	
	b. The project shall be designed to minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts, generated from site runoff of directly connected impervious areas, to the storm water conveyance system as approved by the City. Pollutants of concern consist of any pollutants that exhibit one or more of the following characteristics: current loadings or historic deposits of the pollutant are adversely affecting	Prior to issuance of the first building permit	Project applicant; construction contractor(s)	Verify design of project adequately minimizes the introduction of pollutants generated from site runoff consistent with City standards	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	the beneficial uses of a receiving water, elevated levels of the pollutant are found in sediments of a receiving water and/or have the potential to bioaccumulate in organisms therein, or the detectable inputs of the pollutant are at concentrations or loads considered potentially toxic to humans and/or flora and fauna.				
	c. The project applicant shall provide storm drain system stenciling and signage, where appropriate. Storm drain stencils are highly visible source controls that are typically placed directly adjacent to storm drain inlets. The stencil contains a brief statement that prohibits the dumping of improper materials into the storm water conveyance system. Graphical icons, either illustrating anti-dumping symbols or images of receiving water fauna, are effective supplements to the anti-dumping message. All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (e.g., NO DUMPING – DRAINS TO RIVER) and/or graphical icons to discourage illegal dumping.	During project construction	Project applicant; construction contractor(s)	Verify storm drain stenciling is implemented consistent with City standards	
	d. Where proposed project plans include outdoor areas for storage of materials that may contribute pollutants to the storm water conveyance system, the following structural or treatment BMPs shall be implemented: <ul style="list-style-type: none"> ▶ materials with the potential to contaminate storm water shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs; ▶ the storage area shall be paved and sufficiently impervious to contain leaks and spills; and ▶ the storage area shall have a roof or awning to minimize collection of storm water within the secondary containment area. 	Prior to issuance of the first building permit	Project applicant; construction contractor(s)	Verify materials with the potential to contaminate storm water are (1) placed in an enclosure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures; verify the storage area is paved and sufficiently	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
				impervious to contain leaks and spills; and verify the storage area has a roof or awning to minimize collection of storm water within the secondary containment area	
	e. To minimize the off-site transport of pollutants in parking areas, the applicant shall implement stormwater BMPs, such as bioretention areas in landscaping or any swale areas (to the maximum extent feasible), to infiltrate or treat runoff.	Prior to issuance of the first building permit	Project applicant; construction contractor(s)	Verify implementation of stormwater BMPs to infiltrate or treat runoff	
Public Services and Utilities					
4.10-9	<p>Impacts on Existing Utility Corridors.</p> <p>PG&E owns and operates natural gas and electric facilities that are located within and adjacent to the proposed project area. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, the City of Manteca will coordinate with PG&E early in the development of project plans. Any proposed development plans will provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.</p> <p>The project applicant shall be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate the development of the proposed project. Because facilities relocations require long lead times and are not always feasible, the applicant is encouraged to consult</p>	Prior to approval of the final map	City of Manteca	Verify coordination with PG&E to ensure any proposed development plans will provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	with PG&E as early in the planning stages as possible. Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the CPUC. If required, this approval process could take up to 2 years to complete. The City will consult with PG&E for additional information and assistance in the development of its project schedule to reduce effects on utility service associated with project development.				
Transportation and Circulation					
4.11-1	<p>Pay Fair Share Cost for the Installation of Traffic Signals at Two Intersections.</p> <p>a. The project applicant shall coordinate with the City of Manteca to determine and to pay the project's fair-share costs of the installation of traffic signals at the following intersections:</p> <ul style="list-style-type: none"> ▶ Airport Way and SR 120 Westbound Ramps and ▶ Airport Way and SR 120 Eastbound Ramps. <p>Installation of these traffic signals would improve operation of these study intersections to LOS D or better. The traffic signals at the ramp terminals on Airport Way are funded and are expected to be operational by February 2008. Because the City's existing PFIP is the funding source for this traffic signal, the project applicant's payment of the most current PFIP fee at the time the building permit is issued would cover the fair-share cost of the traffic signals.</p>	Prior to issuance of the first building permit for the project	Project applicant	Verify payment of all fair share fees to the City	
	<p>b. To mitigate for the project's contribution to impacts to the intersections listed below, the project applicant shall make a fair-share contribution (currently estimated at 9.5% of the total costs) toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>Project traffic would exacerbate currently unacceptable LOS at the following intersections:</p> <ul style="list-style-type: none"> ▶ Union Road and Daniels Street, 	Prior to issuance of the first building permit for the project	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> ▶ Union Road and State Route 120 Westbound Ramps, and ▶ Union Road and State Route 120 Eastbound Ramps. <p>Traffic signals are warranted at the above intersections. Installation of these traffic signals would improve unacceptable LOS to LOS D or better during a.m. and p.m. peak hours. While the installation of traffic signals would provide acceptable operations at these study intersections, the impact is significant and unavoidable for the following reasons:</p> <ul style="list-style-type: none"> ▶ Full funding for the signalization improvements has not been identified. ▶ The timeline for completion of the interchange improvements is unknown. ▶ The signalization improvements at the Union Road/SR 120 intersections are outside the control of the city or the project applicant and implementation cannot be guaranteed. 				
4.11-3	<p>Implement Measures to Reduce Project Impacts on Freeway Operations.</p> <p>The addition of project-generated traffic would exacerbate unacceptable LOS at the following freeway mainline segment, based on Caltrans standards:</p> <ul style="list-style-type: none"> ▶ State Route 120 Eastbound, between Yosemite Avenue and Airport Way (p.m. peak hour) and ▶ State Route 120 Westbound, between Airport Way and Yosemite Avenue (a.m. peak hour). <p>Widening SR 120 from four to six lanes (three in each direction) would provide LOS C or better conditions for the freeway mainline segments identified above. Widening improvements are identified in the SJCOG Regional Transportation Plan as a Tier 1 improvement. Funding was originally anticipated to come from the SJCOG regional transportation impact fee, but this fee has not kept up with cost increases. Measure K was passed on the November 2006 ballot and funding for this improvement is included in Measure K. Measure K would authorize the collection of retail transaction and use taxes, which would be used to</p>	Prior to issuance of building permits	Project applicant	Verify payment of SJCOG regional transportation fees	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>implement projects identified in the SJCOG's (i.e., the Local Transportation Authority's) adopted transportation plan. While funding would be available and the project would contribute its fair share by paying the regional transportation impact fee, it is unknown when this improvement would be implemented. Because the timeframe for the widening improvement is unknown and the improvement is outside the control of the City or the project applicant, this impact would remain significant and unavoidable. Nonetheless, the project applicant shall pay the SJCOG regional transportation fee (\$1.00 per square foot of commercial space) when building permits are issued to mitigate for its contribution to impacts to regional transportation facilities.</p>				
4.11-4(a)	<p>Pay Fair Share of Intersection Improvements at Airport Way/Yosemite Avenue.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The City general plan shows Yosemite Avenue and Airport Way as six-lane facilities in the future. As part of the widening projects, this intersection would be improved. However, as mentioned previously, full funding for general plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ provide an additional through lane in the southbound approach; ▶ provide an additional through lane and a shared through-right lane in the northbound approach; and ▶ provide an exclusive right-turn lane on the eastbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>	<p>Prior to issuance of the first building permit</p>	<p>Project applicant</p>	<p>Verify payment of all fair share fees to the City</p>	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.11-4(b)	<p>Pay Fair Share of Intersection Improvements at Airport Way/Wawona Street.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Airport Way as six-lane facility in the future. As part of the Airport Way widening project, this intersection would be improved. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ signalize intersection, ▶ provide a single left-turn lane and two through lanes on the southbound approach, and ▶ provide an additional through lane on the northbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS B during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	
4.11-4(c)	<p>Pay Fair Share of Intersection Improvements at Airport Way/Daniels Street.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Airport Way as a six-lane facility in the future. As part of the Airport Way widening project, this intersection would be improved. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> ▶ provide an additional through lane, and add an overlap signal phase to the right-turn lane on the southbound approach; ▶ provide an additional left-turn lane, an additional through lane, and add an overlap signal phase to the right-turn lane on the northbound approach; ▶ add an overlap signal phase to the right-turn lane on the eastbound approach; and ▶ provide an additional left-turn lane on the westbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D during the a.m. and p.m. peak hours.</p>				
4.11-4(d)	<p>Pay Fair Share of Intersection Improvements at Airport Way/State Route 120 Westbound Ramps.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>As described previously, the City of Manteca, in cooperation with Caltrans District 10 and SJCOG, has initiated a PSR for the State Route 120/Airport Way interchange. The interchange project will determine the required interchange design to serve full buildout of the City of Manteca General Plan (six lanes on Airport Way) and the planned widening of SR 120 from four to six lanes. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ construct three through lanes and a right-turn lane on the southbound approach; ▶ construct an additional left-turn lane and two additional through lanes on the northbound approach; and ▶ construct two left-turn lanes, a shared through/right-turn lane, and a right-turn lane on the westbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS C during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.11-4(e)	<p>Pay Fair Share of Intersection Improvements at Airport Way/State Route 120 Eastbound Ramps.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>As described previously, the City of Manteca, in cooperation with Caltrans District 10, and SJCOG has initiated a PSR for the State Route 120/Airport Way interchange. The interchange project will determine the required interchange design to serve full buildout of the City of Manteca General Plan (six lanes on Airport Way) and the planned widening of SR 120 from four to six lanes. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ provide an additional left-turn lane and two additional through lanes on the southbound approach; ▶ provide three through lanes and a right-turn lane on the northbound approach; and ▶ provide one left-turn lane, a shared through/left-turn lane, and two right-turn lanes on the eastbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS C or better during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	
4.11-4(f)	<p>Pay Fair Share of Intersection Improvements at the Airport Way/Atherton Drive intersection. To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Airport Way as a six-lane facility and Atherton Road as a four-lane facility in the future. As part of the widening projects, this intersection would be improved and signalized. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>a portion of the cost. To meet the City’s LOS standard, the following intersection improvements are necessary:</p> <ul style="list-style-type: none"> ▶ signalize intersection, ▶ construct an additional left-turn lane and two through lanes on the southbound approach, ▶ construct an additional through lane and a shared through/right-turn lane on the northbound approach, and ▶ construct an additional left-turn lane on the eastbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>				
4.11-4(g)	<p>Pay Fair Share of Intersection Improvements at the Airport Way/Woodward Avenue intersection.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Airport Way as a six-lane facility and Woodward Avenue as a four-lane facility in the future. As part of the widening projects, this intersection would be improved and signalized. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. To meet the City’s LOS standard the following intersection improvements are necessary:</p> <ul style="list-style-type: none"> ▶ signalize intersection; ▶ construct one left-turn lane, one through lane, and one right-turn lane on the southbound approach; ▶ construct one left-turn lane, one through lane, and a shared through/right-turn lane on the northbound approach; ▶ construct one left-turn lane, one shared left/through lane, and one shared through/right-turn lane on the eastbound approach; and 	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> ▶ construct one left-turn lane, one through lane, and one shared through/right-turn lane on the eastbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>				
4.11-4(h)	<p>Pay Fair Share of Intersection Improvements at the Union Road/ Yosemite Avenue Intersection.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Yosemite Avenue and Union Road as six-lane facilities in the future. As part of the widening projects, this intersection would be improved. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. To meet the City's LOS standard the following intersection improvements are necessary:</p> <ul style="list-style-type: none"> ▶ construct a single left-turn lane and an additional through lane on the southbound approach, ▶ construct an additional through lane and an exclusive right-turn lane on the northbound approach, ▶ construct an additional left-turn lane and one through lane on the eastbound approach, and ▶ construct an additional through lane and an exclusive right-turn lane on the westbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.11-4(i)	<p>Retime Daniels Street/Fishback Road Traffic Signal to Improve Intersection Operations.</p> <p>The project applicant shall coordinate with the City and shall fully fund the retiming of the traffic signal at the Daniels Street/Fishback Road intersection (it is assumed that this signal is installed by the project applicant when the project opens). The retiming shall ensure that the operation of this intersection meets the City’s operational standards. Implementation of this measure would improve operation of this intersection to LOS D.</p>	Prior to issuance of the first building permit	Project applicant	Verify that re-timing of signal has been completed	
4.11-4(j)	<p>Pay Fair Share of Intersection Improvements at the Union Road/Wawona Street Intersection.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Union Road as four-lane facility in the future. As part of the Union Road widening project, this intersection would be improved. However, the LOS analysis indicated that additional northbound and southbound through lanes are required to meet LOS thresholds. Moreover, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ construct a shared through/right-turn lane on the southbound approach, ▶ construct an additional through lane on the northbound approach, and ▶ construct a through lane and an exclusive right-turn lane with overlapping phase on the westbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.11-4(k)	<p>Pay Fair Share of Intersection Improvements at the Union Road/Daniels Street intersection.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Union Road as a four-lane facility in the future. As part of the Union Road widening project, this intersection would be improved. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ signalize the intersection, ▶ construct two additional through lanes on the southbound approach, ▶ construct a single left-turn lane and a right-turn lane on the eastbound approach, and ▶ construct a single left-turn lane and three through lanes on the northbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	
4.11-4(l)	<p>Pay Fair Share of Intersection Improvements at the Union Road/State Route 120 Westbound Ramps.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>As described previously, the City of Manteca, in cooperation with Caltrans District 10 and SJCOG, has initiated a combined PSR/EIR for the State Route 120/Union Road interchange. The interchange project will determine the required interchange design to serve full buildout of the</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>City of Manteca General Plan (four lanes on Union Road) and the planned widening of SR 120 from four to six lanes. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ construct an additional left-turn lane and through lane on the northbound approach, ▶ construct two through lanes and an exclusive right-turn lane on the southbound approach, and ▶ construct an additional left-turn lane and a right-turn lane on the westbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS B or better during the a.m. and p.m. peak hours.</p>				
4.11-4(m)	<p>Pay Fair Share of Intersection Improvements at the Union Road/State Route 120 Eastbound Ramps.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>As described previously, the City of Manteca, in cooperation with Caltrans District 10 and SJCOG, has initiated a combined PSR/EIR for the State Route 120/Union Road interchange. The interchange project will determine the required interchange design to serve full buildout of the City of Manteca General Plan (four lanes on Union Road) and the planned widening of SR 120 from four to six lanes. Acceptable operations can be provided at this intersection with the construction of the improvements listed below:</p> <ul style="list-style-type: none"> ▶ construct an additional through lane on the southbound approach; ▶ construct three through lanes and a right-turn lane on the northbound approach; and ▶ construct one left-turn lane, a shared left/through lane, and two right-turn lanes on the eastbound approach. 	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS C or better during the a.m. and p.m. peak hours.				
4.11-4(n)	<p>Pay Fair Share of Intersection Improvements at the Union Road/Atherton Drive intersection.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Union Road as a six-lane facility and Atherton Road as a four-lane facility in the future. As part of the widening projects, this intersection would be improved and signalized. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. To meet the City's LOS standard, the following intersection improvements are necessary:</p> <ul style="list-style-type: none"> ▶ signalize intersection; ▶ construct two left-turn lanes, one through lane, and a shared through/right-turn lane on the eastbound approach; ▶ construct two left-turn lanes, one through lane, and a shared through/right-turn lane on the northbound approach; ▶ construct a left-turn lane, two through lanes, and a right-turn lane on the westbound approach; and ▶ construct two left-turn lanes, two through lanes, and a right-turn lane on the southbound approach. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.11-4(o)	<p>Pay Fair Share of Intersection Improvements at the Union Road/Woodward Avenue intersection.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The General Plan shows Union Road and Woodward Avenue as four-lane facilities in the future. As part of the widening projects, this intersection would be improved and signalized. However, as mentioned previously, full funding for General Plan roadway improvements has not been identified since the current PFIP covers only a portion of the cost. To meet the City’s LOS standard the following intersection improvements are necessary:</p> <ul style="list-style-type: none"> ▶ signalize intersection and ▶ construct one left-turn lane and one shared through/right-turn lane on all approaches. <p>A LOS analysis indicates that if the intersection is configured as described above, it will operate at LOS D or better during the a.m. and p.m. peak hours.</p>	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	
4.11-4(p)	<p>Pay Fair Share to Widen Airport Way and Union Road.</p> <p>To help implement these improvements, the project applicant shall make a fair-share contribution toward the unfunded portion of the intersection improvements. The fair-share percentage and the dollar amount of the fee/contribution will be determined at the time of final map approval.</p> <p>The widening of Airport Way and Union Road has been identified as needed by the City of Manteca’s General Plan. The project applicant shall pay its fair share of the cost of widening Airport Way and Union Road, as follows:</p> <ul style="list-style-type: none"> ▶ Airport Way between Daniels Street and Yosemite Avenue, widen from 2 to 4 lanes; ▶ Airport Way between Daniels Street and Atherton Drive, widen from 2 to 6 lanes; 	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> ▶ Union Road between SR 120 and Yosemite Avenue, widen from 2 to 4 lanes, except near Wawona Street (see below); and ▶ Union Road between SR 120 and Atherton Drive, widen from 2 to 6 lanes. 				
4.11-4(q)	<p>Pay SJCOG Regional Transportation Impact Fee. To mitigate project impacts on SR 120, the project applicant shall pay the SJCOG Regional Transportation Impact Fee when building permits are issued.</p>	Prior to issuance of the each building permit	Project applicant	Verify payment of regional transportation fee to the City	
4.11-4(r)	<p>Pay Fair Share for Interchange Improvements at Union Road and Airport Way on State Route 120. As mentioned previously, the City of Manteca, in cooperation with Caltrans District 10 and SJCOG has initiated a PSR for the SR 120/ Airport Way interchange and a combined PSR/EIR for the SR 120/Union Road interchange. The interchange project will determine the required design to serve full buildout of the City of Manteca General Plan and the planned widening of SR 120 from four to six lanes. The on-ramp and off-ramp designs will provide the necessary acceleration, deceleration, and storage lengths to serve projected morning and evening peak hour volumes at acceptable levels of service. To reduce the impact of project trips, the project applicant shall pay its fair share for interchange improvements. The fair-share percentage and the dollar amount of the fee/ contribution will be determined at the time of final map approval. As shown in Table 4.11-20, the LOS results with the interchange improvements in place indicate that the following ramp junctions are expected to operate at an acceptable LOS during the a.m. and p.m. peak hours under Cumulative Plus Project Conditions except the following ramp junctions: The LOS analysis indicates that the following ramp junctions will operate at LOS F conditions during the a.m. or p.m. peak hour because of congestion on the freeway mainline:</p> <ul style="list-style-type: none"> ▶ Westbound SR 120 on-ramp from Union Road is expected to operate at LOS E during the a.m. peak hour and 	Prior to issuance of the first building permit	Project applicant	Verify payment of all fair share fees to the City	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<ul style="list-style-type: none"> Westbound SR 120 on-ramp from Airport Way is expected to operate at LOS F during the a.m. peak hour. 				
4.11-5	<p>Prepare and Implement a Construction Traffic Management Plan.</p> <p>Prior to the issuance of grading permits, the project applicant shall prepare a Construction Management Plan and submit the plan to the City of Manteca Public Works Department for review and approval. The Construction Management Plan shall identify the timing of construction and the timing of elements that would result in the full or partial blockage of local roadways. The plan shall specify the measures that would be implemented to minimize traffic-related impacts, including construction parking during construction, which shall be limited to on-site areas or facilities designated for parking uses (e.g., parking lots). These measures could include, but are not limited to the following: use of signage notifying travelers that they are entering a construction zone; and use of cones, flaggers, and guide-vehicles to direct traffic through the construction zone. In addition, the plan shall include, at a minimum, the following conditions:</p> <ul style="list-style-type: none"> Local roadways shall be jointly monitored by the City and project applicant every six months to determine whether project-related construction traffic is degrading roadway conditions. Roadways with potential to be damaged by construction traffic and included in the monitoring effort shall be agreed to by the City and the project applicant. All degradation of pavement conditions because of project-related construction traffic shall be fully repaired by the project applicant to the satisfaction of the City of Manteca, based on maintaining at least preconstruction conditions. Procedures shall be provided for any road closures and movement of large construction vehicles such as cranes and dump trucks. Plans shall be provided for lane closures, including times (e.g., limit closures to between 9:00 a.m. and 4:00 p.m.). <p>A copy of the plan shall be submitted to local emergency response agencies and these agencies shall be notified at least 14 days before the commencement of construction that would partially or fully obstruct local roadways.</p>	Prior to issuance of grading permits	Project applicant	Verify preparation of and review Construction Management Plan; verify submittal of Construction Management Plan to local emergency response agencies; and verify that local emergency response agencies are notified of construction activities two weeks prior to the start of construction	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
4.11-6	<p>Coordinate with Appropriate Agencies Regarding Emergency Vehicle Access.</p> <p>The project applicant shall coordinate with appropriate agencies (e.g., police and fire departments) to ensure that the site plan has adequate emergency vehicle access.</p>	Prior to issuance of first building permit	Project applicant	Verify coordination with agencies regarding emergency vehicle access	
4.11-9	<p>Coordinate with the City to Ensure the Provision of Bus Transportation Services.</p> <p>The project applicant shall coordinate with the City and modify project designs to provide appropriate bus transit facilities at the project site. These facilities shall be designed to meet Americans with Disabilities Act design standards and provide adequate width, vehicle and pedestrian circulation, turning radius of streets, driveways, and parking lots. These facilities could include, but are not limited to, one or more sheltered transit stops along the project frontage on either Atherton Road or within the project site.</p>	Prior to issuance of first building permit	Project applicant	Verify provision of bus transit facilities at the project site	
Cultural Resources					
4.12-3	<p>Undiscovered/Unrecorded Archaeological Sites.</p> <p>Prior to the onset of project-related ground disturbing activities (e.g., land clearing), all construction personnel shall be alerted to the possibility of uncovering buried cultural resources and shall be educated by a qualified archaeologist as to identification of archaeological artifacts. If artifacts or unusual amounts of stone, bone, or shell or significant quantities of historic-era artifacts such as glass, ceramic, metal, building remains, etc. are uncovered during construction activities, work in the vicinity of the specific construction site at which the suspected resources have been uncovered shall be suspended, and the project applicant shall be immediately contacted. At that time, the project applicant shall retain a qualified professional archaeologist, who shall conduct a field investigation of the specific site and recommend measures deemed necessary for the protection or recovery of any cultural resources concluded by the archaeologist to represent significant or potentially significant resources as defined by CEQA. These measures could include, but would not necessarily be limited to, avoidance, archival research, subsurface testing, and contiguous block</p>	Before issuance of first grading permit and during construction activities for the project when archaeological artifacts are discovered	Project applicant; construction contractor(s)	Verify that construction activities cease if archaeological artifacts are discovered and pursue appropriate management actions to remove and preserve encountered artifact(s)	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table

Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	unit excavation. The project applicant shall implement the measures deemed necessary by the archaeologist before the resumption of construction activities within the area of the find.				
4.12-4	<p>Undiscovered/Unrecorded Human Remains.</p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor and/or the project applicant shall immediately halt potentially damaging excavation in the area of the burial and notify the county coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). Following the coroner’s findings, the property owner, contractor or project applicant, an archaeologist, and the NAHC-designated Most Likely Descendent (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code Section (PRC) 5097.9.</p> <p>Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours to complete a site inspection and make recommendations after being granted access to the site. A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment, may be discussed. PRC 5097.9 suggests that the concerned parties may extend discussions beyond the</p>	During construction activities for the project when remains are discovered	Project applicant; construction contractor(s)	Verify that construction activities cease if human remains are discovered and pursue appropriate management actions to remove and preserve encountered remains	

Stadium Center III Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
				Monitoring Action	Date Completed
	<p>initial 48 hours to allow for the discovery of additional remains. The following is a list of site protection measures that the landowner shall employ:</p> <ol style="list-style-type: none"> 1. Record the site with the NAHC or the appropriate Information Center. 2. Utilize an open-space or conservation zoning designation or easement. 3. Record a document with the county in which the property is located. <p>The landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site. The landowner or their authorized representative may also re-inter the remains in a location not subject to further disturbance if they reject the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.</p>				