

Mitigation Monitoring and Reporting Program Union Crossing Project



Lead Agency:
City of Manteca
Community Development Department,
Planning Division

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August 2009

Mitigation Monitoring and Reporting Program
Union Crossing Project



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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 Union Crossing 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 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 issuance of the identified permit or approval, 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.

Union Crossing 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 EIR					
4.2 Visual Resources					
4.2-4	Visual Resources—Impacts from Lighting. The project applicant shall meet or exceed all lighting recommendations (e.g., fixture types, location, and orientation; pole heights; fixture optics; tree removal), as shown in Drawing LSK-1 of the lighting study (Appendix B).	Prior to approval of building permits	Project applicant	Planning Division shall verify and approve photometric plan	
4.3 Air Quality					
4.3-1	Generation of Short-Term, Temporary Construction-Related Emissions of Criteria Air Pollutants and Precursors. a. The applicant’s contractors shall implement the following standard dust control measures from Table 6-2 of the GAMAQI during construction of the proposed project, as required by SJVAPCD Regulation VIII: <ul style="list-style-type: none"> ▶ All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, or vegetative ground cover. ▶ All onsite unpaved construction roads and offsite unpaved construction access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. ▶ All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. ▶ When materials are transported offsite, all material shall be covered, effectively wetted to limit visible dust emissions, or at least 6 inches of freeboard space from the top of the container shall be maintained. ▶ All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.) 	a. During site grading/ construction activities	a. Project applicant, construction contractor(s)	a. Planning & Engineering Division shall monitor on a regular basis to verify implementation of appropriate fugitive dust control measures and verify consultation with SJVAPCD was completed	

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	<ul style="list-style-type: none"> ▶ Following the addition of materials to, or the removal of materials from, the surfaces of outdoor storage piles, piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. ▶ Project contractors shall prevent carryout and trackout. ▶ In addition to the measures identified above, the following enhanced and additional control measures from Table 6-3 of the GAMAQI shall be implemented by the applicant's contractors: <ul style="list-style-type: none"> • Onsite vehicle speeds on unpaved roads shall be limited to 15 mph. • Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from adjacent project areas with a slope greater than 1 percent. • Wheel washers shall be installed for all exiting trucks and equipment, or wheels shall be washed to remove accumulated dirt prior to leaving the site. • The contractor shall install wind breaks at windward side(s) of the construction area. • Excavation and grading activities shall be suspended when winds exceed 20 mph. <p>The overall area subject to excavation and grading at any one time shall be limited to the fullest extent possible.</p> <p>b. The City, after consultation with the applicant, shall require all feasible additional measures to control construction emissions to be implemented by the applicant's contractors. Such measures may include, but are not limited to the following items from Table 6-4 of the GAMAQI and other sources:</p> <ul style="list-style-type: none"> ▶ Onsite equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. ▶ When not in use, onsite equipment shall not be left idling. ▶ Construction scheduling shall limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time. 				

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	<p>c. Construction of the proposed project shall comply with SJVAPCD's ISR (Rule 9510), as required by law. The applicant shall submit and have approved an Air Impact Assessment (AIA) application to SJVAPCD no later than applying for the first building permit with the City of Manteca. The AIA application shall be submitted on a form provided by the SJVAPCD and contain, but not be limited to, the applicant's name and address, detailed project description, on-site emission reduction checklist, monitoring and reporting schedule, and an AIA. The AIA shall quantify construction NO_x and PM₁₀ emissions associated with the project. This assessment shall include: an estimate of construction emissions prior to the implementation of mitigation measures; a list of the mitigation measures to be applied to the project; an estimate of emissions for each applicable pollutant for the project, or each phase thereof, following the implementation of mitigation; and a calculation of the applicable off-site fee, if required by Rule 9510. The general mitigation requirements in the assessment, as contained in the ISR rule, shall include the following:</p> <ul style="list-style-type: none"> ▶ Exhaust emissions for construction equipment greater than 50 horsepower used or associated with the development project shall be reduced by 20% of the total NO_x and by 45% of the total PM₁₀ emissions from the statewide average as estimated by ARB. ▶ Methods employed by the applicant to reduce construction emissions to the degree noted above include using less polluting construction equipment, including the use of add-on controls, cleaner fuels, or newer lower emitting equipment. The emissions reduction targets listed above shall be met through any combination of on-site emission reduction measures or offset fees, including those required and other mitigation measures listed above. <p>The requirements listed above can be met through any combination of on-site emission reduction measures or offset fees, including those required and other mitigation measures listed above; however, any on-site emission reductions must be both quantifiable and verifiable to be credited towards the requirements of the ISR Rule.</p>	c. Prior to any site grading activities			

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4.4 Noise					
4.4-1	<p>Short-Term Project-Generated Construction-Related Noise Levels. The applicant shall implement the following measures during construction activities:</p> <ul style="list-style-type: none"> ▶ Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded. ▶ Construction operations and related activities associated with the proposed project shall comply with the operational hours outlined in the Manteca Municipal Code noise standards: construction operations shall be limited to between the hours of seven a.m. and seven p.m. ▶ Construction equipment shall not idle for extended periods of time near noise-sensitive receptors. ▶ Fixed/stationary equipment (e.g., generators, compressors, rock crushers, cement mixers) shall be located as far as possible from noise-sensitive receptors. Shroud or shield all impact tools, and muffle or shield all in-take and exhaust ports on powered construction equipment. 	During site construction activities	Project applicant, construction contractor(s)	Planning & Building Division shall monitor during construction as necessary to verify implementation of appropriate noise control measures	
4.4-3	<p>Long-Term Project-Generated Operation-Related Noise Levels from Stationary Sources at Existing Noise-Sensitive Receptors. The following mitigation measures shall mitigate noise sources associated with the project at the nearest noise-sensitive property line:</p> <ul style="list-style-type: none"> ▶ Phase II and Phase III mechanical equipment (e.g., air conditioning and ventilation systems, pump stations, etc.) for large box store uses that are located adjacent to noise-sensitive receptor property lines shall be located in mechanical equipment rooms; or ▶ The project applicant shall include rooftop parapet noise barriers for each box store of Phase II (S-S1, S-M2, S-A1, SM-3) and Phase III (S-M4, S-S4, S-P4) located adjacent to noise-sensitive land uses. The rooftop parapets shall be four to six feet tall and be required to break 	Prior to Final Inspection	Project applicant	Planning Division shall ensure verification by a qualified acoustical consultant that the project would achieve City noise standards for the nearest noise-sensitive receptor	

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	<p>line of sight from the source to the residential receptor. Specifically, parapets shall be included at facades adjacent to noise-sensitive uses. Parapets shall be located along the southern and western rooflines of buildings in Phase II and Phase III; and</p> <ul style="list-style-type: none"> ▶ Phase II and Phase III loading dock areas shall be shielded by a solid noise barrier. The barrier shall be eight to ten feet tall (as determined based on final grading elevations) and would be required to break line of sight from the source (e.g., heavy truck exhaust stacks and refrigeration units) to the nearest off site noise-sensitive receptor. The solid noise barrier shall be located along the southern and western project boundaries for Phase II loading docks, and along the western boundary for Phase III loading docks. 				
4.5 Biological Resources					
4.5-1	<p>Biological Resources—Impacts on Common Plants and Wildlife.</p> <p>The project applicants shall request coverage under the SJMSCP and fees shall be paid in the amount SJCOG determines during the application and review process for the project. SJCOG may also determine, based on an independent review by a qualified biologist, that the following mitigation shall be implemented to reduce impacts on special-status plants:</p> <p>a. Before project construction, surveys for the special-status plants listed in Table 4.5-1 shall be conducted by a qualified botanist at the appropriate time of year when the target species would be in flower or otherwise clearly identifiable. Surveys shall be conducted in accordance with specific methodologies described in Section 5.2.2.5 of the SJMSCP. If special-status plants are found, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • <i>Sanford's arrowhead and slough thistle:</i> The SJMSCP requires complete avoidance of these species; therefore, potential impacts on these species could not be covered through participation in the plan. If these species are present in the project area and cannot be avoided, a mitigation plan shall be developed, with review and input from the regulatory agencies (e.g., DFG). The mitigation plan shall identify mitigation measures for any populations 	<p>a. Prior to project grading/ construction and during site grading/ construction activities</p>	<p>a. Project applicant</p>	<p>a. Planning Division verify the applicant has requested coverage under SJMSCP and paid all appropriate fees. Verify that pre-construction surveys for special-status plants have been completed through a letter report from a qualified biologist. Prepare a mitigation plan, if needed, with review and input from the</p>	

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	<p>affected by the project, such as creation of off-site populations through seed collection or transplanting, preserving and enhancing existing populations, or restoring or creating suitable habitat in sufficient quantities to compensate for the impact. All mitigation measures that the City determines through this consultation to be necessary shall be implemented by the project proponent. These measures shall be designed to ensure that the project does not result in a net reduction in the population size or range of Sanford's arrowhead and slough thistle.</p> <ul style="list-style-type: none"> • <i>Rose mallow and Delta tule pea</i>: These species are considered widely distributed species by the SJMSCP, and dedication of conservation easements is the preferred option for mitigation. If these species are found in the project area, the possibility of establishing a conservation easement shall be evaluated. If dedication of a conservation easement is not a feasible option, payment of SJMSCP development fees may be used to mitigate impacts on these species. Use of conservation easements or development fees for establishment of habitat preserves, or a combination of the two mechanisms, shall be sufficient to avoid an overall net reduction in the population size or range of rose-mallow and Delta tule pea. • <i>Wright's trichocoronis</i>: This species is considered narrowly distributed by the SJMSCP, and dedication of conservation easements is the preferred option for mitigation. If this species is found in the project area, the possibility of establishing a conservation easement shall be evaluated. If dedication of a conservation easement is not an option, the SJMSCP requires consultation with the permitting agency representatives on the Technical Advisory Committee to determine the appropriate mitigation measures. These may include seed collection or other measures and would be determined on a population basis, taking into account the species type, relative health, and abundance. After the appropriate mitigation has been determined, it shall be implemented by the project applicants. 			regulatory agencies (e.g., DFG)	

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4.5-2	<p>Biological Resources—Impacts on Special-Status Wildlife.</p> <p>The project applicants shall request coverage under the SJMSCP and fees shall be paid in the amount determined by SJCOG during the application and review process for the project. SJCOG may also determine, based on independent review by a qualified biologist, that the following mitigation shall be implemented to reduce impacts on Swainson’s hawk, white-tailed kite, and northern harrier:</p> <p>a. Swainson’s Hawk</p> <ul style="list-style-type: none"> • If the project applicants elect to remove nest trees, then nest trees shall be removed between September 1 and February 15, when the nests are unoccupied. • If the project applicants elect to retain a tree with an active nest or a nest becomes established in a suitable nest tree during the construction period, a setback shall be established that excludes all construction activities within a distance of two times the dripline diameter of the tree, measured from the nest. This setback shall be maintained during the nesting season for the period encompassing nest building and continuing until fledglings leave the nest. Setbacks shall be marked by brightly colored temporary fencing or other obvious markers. <p>b. White-Tailed Kite</p> <p>Preconstruction surveys shall investigate all potential nesting trees on and adjacent to 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 kite is noted on-site or within the vicinity of the project site during the nesting season. 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.</p> <p>c. Northern Harrier</p> <p>A setback of 500 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest</p>	a-c. Prior to and during project grading/ construction activities	a-c. Project applicant	a-c. Planning Division shall verify the applicant has requested coverage under SJMSCP and paid all appropriate fees and verify that pre-construction surveys for raptors have been completed through a letter report from a qualified biologist.	

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	building and continuing until fledglings leave nests. This setback shall apply whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests that are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.				
4.5-3	<p>Biological Resources—Impacts on Common Nesting Raptors. Common raptors are not covered by the SJMSCP. Therefore, the following mitigation measures shall be implemented to reduce impacts on these species:</p> <p>a. If project activity would begin during the raptor nesting season (February 15 to September 15), preconstruction surveys shall be conducted in areas of suitable nesting habitat within 500 feet of project activity. Surveys shall be conducted within 14 days before project activity begins. If no active nests are found, no further mitigation shall be required.</p> <p>b. If an active nest is found, an appropriate buffer that minimizes the potential for disturbance of the nest shall be determined by a qualified biologist. No project activities shall begin within the buffer area until the biologist confirms that the nest is no longer active or the birds are not dependent on it. The size of the buffer may vary, depending on the nest location, nest stage, construction activity, and monitoring results.</p>	a-b. Prior to and during site grading/ construction activities	a-b. Project applicant	<p>a. Planning Division shall verify that pre-construction surveys for raptors have been completed through a letter report from a qualified biologist.</p> <p>b. Planning Division to verify that required setbacks have been established, if needed.</p>	
4.5-4	<p>Biological Resources—Impacts on Protected and Heritage Trees.</p> <p>a. Before project implementation, a tree survey shall be conducted by an arborist certified by the International Society of Arboriculture to enumerate and evaluate all trees on the site that meet the standards in the City Municipal Code.</p> <p>b. All trees that meet the following criteria shall be avoided and protected during all construction activity:</p> <ul style="list-style-type: none"> ▶ native oak trees with a trunk at least 6 inches in diameter at a height of 4.5 feet above the ground and 	a-e. Prior to and during site grading/ construction activities	a-e. Project applicant	<p>a-c. Planning Division shall verify that pre-construction tree survey has been completed through a letter report from a certified arborist</p> <p>d-e. Verify that replacement tree</p>	

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	<ul style="list-style-type: none"> ▶ heritage trees (all trees with a trunk diameter of 30 inches at a height of 2 feet above the ground). c. Trees that are subject to protection but must be removed as a result of project implementation shall be replaced with in-kind species in accordance with tree planting specifications established by the City tree ordinance. Native oak trees shall be replaced at a ratio of 3 to 1 and heritage trees shall be replaced at a ratio of 5 to 1. d. Replacement tree plantings shall be monitored for 3 years in accordance with monitoring protocols set forth in the City tree ordinance. e. If monitoring indicates that replacement plantings are not meeting performance standards, remedial measures shall be implemented. Appropriate measures shall be determined in coordination with the City. 			plantings are provided consistent with City standards and that a monitoring plan has been prepared to monitor the success of those plantings	
4.5-5	<p>Biological Resources—Impacts on Sensitive Habitats.</p> <ul style="list-style-type: none"> a. Before project implementation, a delineation of waters of the United States, including wetlands that would be affected by the project, shall be made by qualified biologists through the formal Section 404 wetland delineation process. The delineation shall be submitted to and verified by USACE. b. If, based on the verified delineation, it is determined that fill of waters of the United States would result from project implementation, authorization for such fill shall be secured from USACE through the Section 404 permitting process. c. The project applicants shall also consult with DFG to determine whether a Section 1600 Streambed Alteration Agreement may be required for alteration of irrigation drainage ditch and impacts on freshwater marsh habitat. 	a-d. Prior to grading and following construction	a-d. Project applicant	<ul style="list-style-type: none"> a. Planning and Engineering Divisions shall verify USACE’s approval of the wetland delineation b-c. Planning and Engineering Divisions shall verify issuance of Section 404, 401, and 1600 permits, if needed and verify compliance with permit conditions 	

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	<p>d. The acreage of waters of the United States and freshwater marsh habitat that would be removed shall be replaced or restored/enhanced on a “no net loss” basis in accordance with USACE and DFG regulations and Development Title 9-1505. A mitigation plan to compensate for unavoidable loss of wetlands shall be developed and implemented. Compensation shall ensure through creation and/or enhancement of appropriate wetland habitats that there is no net loss of overall functions and values of the wetland habitat types adversely affected by the proposed project. The amount of wetland habitat to be included in the mitigation site shall be based on the value of the proposed compensation action and the nature of the effects, but a minimum of a 1:1 ratio of adversely affected habitat to mitigation habitat shall be provided. Compensation may be provided at a ratio of 1:1 of created habitat to filled habitat, while a higher mitigation ratio may be appropriate for mitigation through enhancement and a lower mitigation ratio may be appropriate for indirect effects to habitat preserved on-site. The mitigation plan shall, at a minimum, identify the location of the mitigation site, specify habitat types and associated acreages to be created or enhanced, establish specific success criteria, describe short- and long-term maintenance and management of the mitigation site and wetland habitats preserved on-site, and specify remedial measures to be undertaken if mitigation success criteria are not met. Long-term protection of the mitigation site and on-site preserved wetlands shall be ensured through fee title acquisition, conservation easement, or other suitable mechanisms. Long-term management of mitigation lands shall be ensured by establishing a management endowment or other suitable funding source. The mitigation plan shall be reviewed and approved by the applicable resource agencies and applicable permits, including a Section 404 permit from the USACE and Section 401 Clean Water Certification from the RWQCB shall be obtained before implementation of the project.</p>			d. Planning and Engineering Divisions shall verify mitigation plan has been prepared, if needed, and regulatory agencies have review and approved	
4.6 Hazards and Hazardous Materials					
4.6-1	Create a Safety Hazard for Construction Workers.	a-c. Prior to issuance of any	a-c. Project applicant,	a-c. Planning and Engineering	
	a. Prior to construction activities, the project applicant shall prepare a				

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	<p>Phase II ESA for the southernmost portion of the subject property (Phase 3 area; refer to Exhibit 3-3 of Chapter 3, “Project Description”). The applicant shall implement all recommended actions identified in the Phase I ESA’s and Phase II ESA’s. In addition, the project applicant shall prepare a Safety Hazard Plan.</p> <p>b. This plan will outline measures that will be employed to protect construction workers from exposure to hazardous materials during remediation, demolition, and construction activities. The project applicant will consult with the contractor to determine the measures to be employed at the site, which could include posting notices, limiting access to the site, monitoring the air quality, watering, and installation of wind fences. Contractors will be required to comply with OSHA and Cal/OSHA health and safety standards.</p> <p>c. In the event that contaminated soil is encountered in the Phase 3 portion of the subject property, the contractor will prepare a site plan that identifies necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils, and redistribution of clean fill material within the subject property. The plan will include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the project site, in coordination with and to the satisfaction of the appropriate regulatory agency (e.g., Regional Water Quality Control Board, California Department of Toxics and Substance Control, etc.). The contractor will be required to comply with the plan and applicable local, state, and federal laws. The plan will 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>	demolition permits	construction contractor(s)	Divisions shall verify that an ESA addressing soil, groundwater, and building (e.g., asbestos) hazards and site-specific Health and Safety Plan have been prepared. Verify that the Health and Safety Plan has been prepared consistent with the recommendations of the ESA and appropriate regulatory agency requirements	
4.7 Geology, Soils, Seismicity, and Paleontological Resources					
4.7-1	<p>Risks to People and Structures Caused by Strong Seismic Ground Shaking.</p> <p>a. Before the start of construction activities and before issuance of a grading permit, a final geotechnical subsurface investigation report</p>	a. Before issuance of a grading permit	a. Project applicant, construction contractor(s)	a. Engineering Division shall verify geotechnical	

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	<p>shall be prepared by the project applicant(s) for the proposed development and shall be submitted to the City Public Works Department. The final geotechnical engineering report shall be prepared according to the standards in the current version of the CBC adopted at the time, and shall address and make recommendations on the following that shall be implemented by the project applicant(s) for all project phases:</p> <ul style="list-style-type: none"> ▶ seismic design; ▶ site preparation; ▶ appropriate sources and types of fill; ▶ potential need for soil amendments; ▶ road, pavement, and parking areas; ▶ structural foundations, including retaining wall design; ▶ grading practices; ▶ erosion/winterization; ▶ shallow surface water table; ▶ expansive soils/lateral spreading/subsidence; ▶ soil corrosivity; ▶ unstable soils; and ▶ liquefaction. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include further subsurface testing of soil and groundwater conditions (as determined necessary by the geotechnical engineer) and shall determine appropriate foundation designs that are consistent with the CBC. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s). Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new development in all phases of the project shall be in accordance with the CBC. It is the responsibility of the project applicant(s) to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>			reports have been peer-reviewed for their adequacy	

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	<p>b. Before issuance of a grading permit, 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 (Kleinfelder 2007) 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.</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.</p>	<p>b. Before issuance of a grading permit, before approval of final maps, and during project construction</p> <p>c. Before issuance of the first grading permit</p>	<p>b. Project applicant, construction contractor(s)</p> <p>c. Project applicant</p>	<p>b. Engineering and Building Divisions shall verify that the project design adheres to geotechnical recommendations outlined in the Kleinfelder (2007) report</p> <p>c. Building/Engineering: Verify that the project design adheres to geotechnical recommendations outlined in the Kleinfelder (2007) report</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 risks to people and structures of seismic-related ground failure at the project site.</p>	See measure 4.7-1 above	See measure 4.7-1 above	See measure 4.7-1 above.	
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 the CBC grading requirements and shall include the site-specific grading proposed for the new development. The project</p>	a-c. Prior to issuance of first grading permit	a-c. Project applicant, construction contractor(s)	a-c. Engineering Division shall verify preparation of grading and erosion control plan for project; verify filing of	

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	<p>applicant shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>b. BMPs for erosion and siltation prevention, as further described in Chapter 4.9, "Hydrology and Water Quality," of this document, shall be implemented at the project site. 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, SWRCB statewide NPDES stormwater permit for general construction activity, and any other necessary site-specific waste discharge requirements 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 shall 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 shall be included in the SWPPP that meets the requirements of SWRCB Order 99-08-DWQ to ensure that the BMPs are effective.</p> <p>c. Construction techniques shall be identified that would reduce the potential for runoff, and the plan shall identify the erosion and sedimentation control measures to be implemented. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing; and covering or watering of stockpiled soils to reduce wind erosion. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation,</p>			notice of intent to the Central Valley RWQCB; and verify preparation of Storm Water Pollution Prevention Plan	

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	<p>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 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. The project applicant shall implement Mitigation Measure 4.7-1, described above, to reduce the risks to people and structures from soil corrosivity at the project site.</p>	Before issuance of first grading permit and during project construction	Project applicant	Engineering Division shall verify that the geotechnical report identified in measure 4.7-1 above includes measures to address corrosive soils; Division shall monitor on a regular basis that geotechnical recommendations are being implemented at the site	

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				Monitoring Action	Date Completed
4.8 Agricultural Resources					
4.8-1	<p>Direct Conversion of 48.5 Acres of Important Farmland to Nonagricultural Urban Use.</p> <p>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, an agricultural mitigation fee shall be assessed for every acre of Important Farmland that would be developed as part of the proposed project and shall be provided to the City. Under the City’s program, the fees collected would be used to acquire 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 caused by development pressures, by preserving agricultural lands located within the project vicinity.</p>	Before issuance of first grading permit	Project applicant	Planning and Building Division shall verify payment of the City’s agricultural fee	
4.8-2	<p>Conflict with Surrounding Agricultural Operations.</p> <p>The project applicant shall prepare an agricultural conflict management plan that identifies specific measures that would be implemented to minimize, to the maximum degree possible, potential conflicts with adjacent agricultural operations. At a minimum, the plan shall identify (1) the properties adjacent to the project site that would be in active agricultural production at the time the first occupancy permit is issued, (2) the type of farming operations that would occur at these properties, and (3) the specific measures that would be implemented to minimize potential conflicts. These measures could include, but are not limited to, the posting of signs at regular intervals determined by the City to deter trespassing, posting of “No Parking” signs along the frontage of adjacent agricultural properties, installation of fencing on the project site, and posting of signs warning drivers of the potential for farm vehicle traffic. The project applicant shall coordinate with the City and adjacent landowners regarding the placement of signs. All identified measures shall be in place prior to issuance of the first occupancy permit.</p>	Before issuance of first building permit	Project applicant	Planning Division shall verify preparation of a agricultural conflict management plan	

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Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
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	<ul style="list-style-type: none"> ▶ convey runoff safely from the tops of slopes and stabilize disturbed slopes; ▶ use natural drainage systems to the maximum extent practicable; ▶ stabilize permanent channel crossings; ▶ vegetate slopes with native or drought tolerant vegetation, as appropriate; and ▶ install energy dissipaters, such as riprap, at the outlets of new storm drains, culverts, conduits, or channels that enter unlined channels in accordance with applicable specifications to minimize erosion, with the approval of all agencies with jurisdiction (e.g., USACE and DFG). <p>d. 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 stormwater conveyance system. Graphical icons, either illustrating anti-dumping symbols or images of receiving water fauna (such as fish), 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.</p> <p>e. Where proposed project plans include outdoor areas for storage of materials that may contribute pollutants to the stormwater conveyance system, the following structural or treatment BMPs shall be implemented:</p> <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 stormwater 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 	d. During project construction			

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	<ul style="list-style-type: none"> ▶ the storage area shall have a roof or awning to minimize collection of storm water within the secondary containment area. f. To minimize the off-site transport of pollutants from 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. 				
4.9-3	<p>Potential On-Site and Off-Site Flooding Risk from Increased Stormwater Runoff.</p> <p>The project site is located in the South Drain subshed, and will discharge stormwater to the FCOC via SSJID Drain 8. Although the project involves construction of adequately sized on-site infrastructure to meet storm drainage demands, the City has identified off-site infrastructure that is needed to accommodate build-out of the area south of SR120, in accordance with the 2006 SDMP.</p> <p>As part of the project, the project applicant shall construct a stilling well at the junction of Drain 8 and Drain 8A, with associated improvements to the City’s “Supervisory Control and Data Acquisition” (SCADA) system to allow for enhanced monitoring of Drain 8 water levels as part of the project. This will accommodate near-term discharge of project stormwater.</p> <p>To ensure adequate long-term drainage capacity for the project’s stormwater flows, certain culvert crossings along the FCOC are required to be improved as identified in the 2006 SDMP. The project applicant shall pay its fair share costs for construction of these necessary South Drain subshed stormwater improvements; FCOC culvert crossings at Louise Avenue, Union Pacific Railroad, Roth Road, and the Drain 8 “Farm Road.” The project applicant shall coordinate with the City of Manteca to determine the project’s fair share costs of these identified improvements.</p>	Before issuance of the first building permit	Project applicant	Engineering/ Planning/ Building Division shall verify payment of all fair share fees to City of Manteca.	
4.10 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</p>	Prior to and during construction	Project applicant	Public Works/ Building Division shall verify	

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	<p>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 applicant 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 any 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 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.</p>			compliance with CPUC clearance requirements.	
4.11 Transportation and Circulation					
4.11-2a	<p>Union Road/Daniels Street Intersection.</p> <p>The applicant shall install a traffic signal, a northbound left-turn lane, a northbound through lane, and a southbound through lane. As shown in Table 4.11-22, the installation of a traffic signal, a northbound left-turn lane, a northbound through lane, and a southbound through lane would improve traffic operations to LOS A during both the a.m. and p.m. peak hour. However, due to close spacing with interim signals at the Union Road/eastbound SR 120 ramps, the signalization of this intersection is not feasible unless the interchange is reconstructed. The City and Caltrans are planning for and intend to reconstruct the Union Road/SR 120 interchange including signalizing the Union Road/Daniels Street intersection and reconstructing the interchange to improve the signal spacing between the westbound ramps intersection and Daniels Street. This would reduce the project's impact at this intersection to a less-than-significant level. Therefore, prior to issuance of a building permit, the applicant shall pay their fair share towards the reconstruction of the Union Road/SR 120</p>	Prior to issuance of a building permit	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City of Manteca.	

Union Crossing Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
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	interchange (which includes intersection widening and signalization of the Union Road/Daniels Street intersection).				
4.11-2b	Union Road/Eastbound SR 120 Ramps Intersection. The applicant shall install a northbound right-turn lane. As shown in Table 4.11-22, the added northbound right-turn lane would improve traffic operations to LOS B and D during the a.m. and p.m. peak hour, respectively. Adequate right-of-way is available within the existing alignment to accommodate this improvement. Implementation of this mitigation would reduce the project's impact on the intersection to a less-than-significant level.	Prior to final inspection.	Project applicant	Engineering and Planning shall verify installation of northbound right-turn lane	
4.11-5	Project and Cumulative Transit System Impacts. Prior to approval of final maps, 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 Drive or within the project site.	Prior to issuance of building permits.	Project applicant	Public Works/ Planning Division shall verify project design meets applicable standards.	
4.11-6a	Atherton Drive between Union Road and Main Street. <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Atherton Drive to four lanes between Union Road and Main Street. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6b	Airport Way between Yosemite Avenue and Daniels Street. <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Airport Way to six lanes between Yosemite Avenue and Daniels Street. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	

Union Crossing Project Mitigation Monitoring and Reporting Program Summary Table					
Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
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4.11-6c	<p>Airport Way between Daniels Street and SR 120.</p> <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Airport Way to six lanes between Daniels Street and SR 120. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6d	<p>Airport Way between Atherton Drive and Woodward Avenue.</p> <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Airport Way to six lanes between Atherton Drive and Woodward Avenue. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6e	<p>Airport Way between Woodward Avenue and McKinley Avenue.</p> <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Airport Way to six lanes between Woodward Avenue and McKinley Avenue. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6f	<p>Union Road between Daniels Street and SR 120.</p> <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Union Road to four lanes between Daniels Street and SR 120. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6g	<p>Union Road between SR 120 and Atherton Drive.</p> <ul style="list-style-type: none"> ▶ Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Union Road to six lanes between SR 120 and Atherton Drive. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	

<p align="center">Union Crossing Project Mitigation Monitoring and Reporting Program Summary Table</p>					
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4.11-6h	<p>Union Road between Woodward Avenue and Peach Avenue.</p> <ul style="list-style-type: none"> Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Union Road to four lanes between Woodward Avenue and Peach Avenue. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6i	<p>Woodward Avenue between McKinley Avenue and Airport Way.</p> <ul style="list-style-type: none"> Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Woodward Avenue to four lanes between McKinley Avenue and Airport Way. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6j	<p>Woodward Avenue between Airport Way and Oleander Road.</p> <ul style="list-style-type: none"> Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Woodward Avenue to four lanes between Airport Way and Oleander Road. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6k	<p>Woodward Avenue between Oleander Road and Union Road.</p> <ul style="list-style-type: none"> Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Woodward Avenue to four lanes between Oleander Road and Union Road. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-6l	<p>Woodward Avenue between Tinnin Road and Main Street.</p> <ul style="list-style-type: none"> Prior to issuance of any building permits, the applicant shall pay their fair share cost for widening of Woodward Avenue to four lanes between Tinnin Road and Main Street. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	

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				Monitoring Action	Date Completed
4.11-7a	<p>Airport Way/Yosemite Avenue. Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which have been identified in the PFIP projects list:</p> <ul style="list-style-type: none"> ▶ Construct three northbound and southbound through lanes ▶ Construct three eastbound and westbound through lanes ▶ Construct dual left-turn lanes on all approaches ▶ Construct right-turn lanes on all approaches 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7b	<p>Airport Way/Wawona Street. Prior to issuance of any building permits, the applicant shall pay their fair-share of intersection improvements. The impact at this location could be reduced to a less than significant level by constructing the following intersection improvements identified in the PFIP projects list:</p> <ul style="list-style-type: none"> ▶ Signalize the intersection ▶ Construct three northbound and southbound through lanes ▶ Construct a southbound left-turn lane, a northbound right-turn lane, and a westbound right-turn lane 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7c	<p>Airport Way/SR 120 Westbound. Prior to issuance of any building permits, the applicant shall pay their fair-share to reconstruct the SR 120/Airport Way interchange. The City of Manteca and Caltrans are currently preparing a Project Study Report (PSR) for future interchange improvements at Airport Way/SR 120. As part of the improvements, the Airport Way overpass and ramp terminal intersections would be designed to provide acceptable LOS D or better operations under cumulative conditions. The future design of the interchange is not yet finalized, but based on the PSR for the Union Road/SR 120 interchange (which is substantially similar to what is proposed for this interchange), and the PFIP project list, the Airport Way/SR 120 interchange would likely have a partial cloverleaf design. The overpass would include three through lanes in each direction. The design for the ramp terminal intersections would include dual left-turn lanes and dedicated right-turn lanes.</p>	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	

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4.11-7d	Airport Way/SR 120 eastbound. The applicant shall implement Mitigation Measure 4.11-7c.	See measure 4.11-7c above	See measure 4.11-7c above	See measure 4.11-7c above	
4.11-7e	Airport Way/Atherton Drive. Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list: <ul style="list-style-type: none"> ▶ Signalize the intersection ▶ Construct three northbound and southbound through lanes ▶ Construct two eastbound and westbound through lanes ▶ Construct dual left-turn lanes on the eastbound and westbound approaches 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7f	Airport Way/Woodward Avenue. Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list: <ul style="list-style-type: none"> ▶ Signalize the intersection ▶ Construct two left-turn lanes, three through lanes, and one right-turn lane on the northbound and southbound approaches ▶ Construct two left-turn lanes, two through lanes, and one right-turn lane on the eastbound and westbound approaches. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7g	Union Road/Yosemite Avenue. Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list: <ul style="list-style-type: none"> ▶ Construct dual left-turn lanes at the northbound approach. ▶ Construct two eastbound through lanes. ▶ Construct right-turn lanes on the westbound, southbound, and northbound approaches. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	

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4.11-7h	<p>Union Road/Wawona Street.</p> <p>Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list:</p> <ul style="list-style-type: none"> ▶ Construct two southbound through lanes ▶ Construct a right-turn lane on the northbound approach. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7i	<p>Union Road/Daniels Street.</p> <p>Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list:</p> <ul style="list-style-type: none"> ▶ Signalize the intersection. ▶ Construct two southbound through lanes. ▶ Construct two northbound through lanes. ▶ Construct a left-turn lane on the northbound approach. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7j	<p>Union Road/SR 120 westbound.</p> <p>The applicant shall pay their fair-share to reconstruct the SR 120/Union Road interchange. The City of Manteca and Caltrans are currently preparing a Project Report/Environmental Document for future interchange improvements at Union Road/SR 120. As part of the improvements, the Union Road overpass and ramp terminal intersections would be designed to provide acceptable LOS D or better operations under cumulative conditions. The future design of the interchange is not yet finalized; but based on the PSR for the interchange and the PFIP project list it would likely have a partial cloverleaf design. The overpass would include two through lanes in each direction. The design for the ramp terminal intersections would include dual left-turn lanes and dedicated right-turn lanes.</p>	Prior to issuance of any building permits	Project applicant	Verify payment of all fair share fees to the City	
4.11-7k	<p>Union Road/SR 120 eastbound.</p> <p>The applicant shall implement Mitigation Measure 4.11-7j.</p>	See measure 4.11-7j above	See measure 4.11-7j above	See measure 4.11-7j above	

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4.11-7l	<p>Union Road/Woodward Avenue.</p> <p>Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list:</p> <ul style="list-style-type: none"> ▶ Signalize the intersection ▶ Construct two left-turn lanes, two through lanes, and one right-turn lane on each approach. 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7m	<p>Main Street/SR 120 westbound.</p> <p>The applicant shall implement Mitigation Measure 4.11-7j.</p>	See measure 4.11-7j above	See measure 4.11-7j above	See measure 4.11-7c above	
4.11-7n	<p>Main Street/SR 120 eastbound.</p> <p>The applicant shall implement Mitigation Measure 4.11-7j.</p>	See measure 4.11-7j above	See measure 4.11-7j above	See measure 4.11-7j above	
4.11-7o	<p>Main Street/Woodward Avenue.</p> <p>Prior to issuance of any building permits, the applicant shall pay their fair-share of the following intersection improvements, which are identified in the PFIP projects list:</p> <ul style="list-style-type: none"> ▶ Signalize the intersection ▶ Construct two through lanes at each approach ▶ Construct dual lefts on the northbound, southbound, and westbound approaches 	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City	
4.11-7p	<p>Union Road/Project Access Driveway (Study intersection #21).</p> <p>The applicant shall prohibit left turn outs at the Union Road/Project Access Driveway (Study Intersection #21).</p> <p>When left turns are prohibited, the applicant shall construct a pork-chop island or a raised center median to ensure that vehicles are physically prohibited from making this movement.</p>	Prior to issuance of first occupancy permit	Project applicant	Engineering Division shall verify left turns are prohibited at the Union Road/Project Access Driveway and a pork-chop island or raised-center median is constructed to prohibit turns	

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4.11-8	<p>Fair-Share of Atherton Drive Extension and Pay Regional Transportation Impact Fee.</p> <p>Prior to issuance of any building permits, the applicant shall pay their fair-share to extend Atherton Drive westerly from the project site to connect to the existing terminus of Atherton Drive near Sparrowhawk Street. In addition, prior to issuance of any building permits, the project applicant shall pay their fair-share of the SJCOG regional transportation impact fee to support current and future freeway widening projects in the area.</p>	Prior to issuance of any building permits	Project applicant	Planning and Building Divisions shall verify payment of all fair share fees to the City and payment of SJCOG regional transportation impact fee	
4.11-9	<p>Airport Way/SR 120 Ramp Junctions and Union Road/SR 120 Ramp Junctions.</p> <p>The applicant shall implement Mitigation Measures 4.11-7c, 4.11-7d, 4.11-7j, and 4.11-7k.</p>	See measure 4.11-7c, 4.11-7d, 4.11-7j and 4.11-7k above	See measure 4.11-7c, 4.11-7d, 4.11-7j and 4.11-7k above	See measure 4.11-7c, 4.11-7d, 4.11-7j and 4.11-7k above	
4.11-11	<p>Prepare and Implement a Construction Traffic Management Plan.</p> <p>Prior to the issuance of building 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 	Prior to issuance of any building permits	Project applicant	Engineering Division shall verify preparation of a Construction Management Plan	

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Mitigation Number	Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
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	<p>monitoring effort shall be agreed to by the City and the project applicant.</p> <ul style="list-style-type: none"> ▶ 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.). ▶ 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. 				
4.12 Cultural Resources					
4.12-3	<p>Undiscovered/Unrecorded Archaeological Sites.</p> <p>At the onset of construction, all construction personnel shall be alerted to the possibility of buried cultural resources and shall be educated as to identification of archaeological artifacts. If artifacts or unusual amounts of stone, bone, or shell or significant quantities of historic-era artifacts are uncovered during construction activities, work within 50 feet 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 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 are not limited to, capping, data recovery, or 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.</p>	Before issuance of first grading permit and during construction activities for the project when archaeological artifacts are discovered	Project applicant; construction contractor(s)	Engineering Division shall verify that construction activities cease if archaeological artifacts are discovered and pursue appropriate management actions to remove and preserve encountered artifact(s)	

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4.12-4	<p>Undiscovered/Unrecorded Human Remains.</p> <p>If human remains are found on the project site, the California Health and Safety Code (HSC) requires that excavation be halted in the immediate area and the county coroner be notified 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 (HSC. 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (HSC 7050.5[c]).</p> <p>The responsibilities of the NAHC for acting on notification of a discovery of Native American human remains are identified in the California PRC, Section 5097.9. The NAHC is responsible for immediately notifying the person it believes is the most likely descendant (MLD) of the Native American whose remains were found. With permission of the legal landowner(s), the MLD may visit the site and make recommendations regarding the treatment and disposition of the human remains and any associated grave goods. The MLD should do this within 24 hours of NAHC notification (PRC 5097.98[a]). If an agreement for treatment of the remains cannot be resolved satisfactorily, any of the parties may request mediation by the NAHC (PRC 5097.94[k]). Should mediation fail, the landowner or the landowner’s representative must re-inter the remains and associated items with appropriate dignity on the property in a location not subject to further subsurface disturbance (PRC 5097.98[b]).</p>	During construction activities for the project when remains are discovered	Project applicant; construction contractor(s)	Engineering Division shall verify that construction activities cease if human remains are discovered and pursue appropriate management actions to remove and preserve encountered remains	
5.0 Cumulative Impacts					
5-1	<p>Substantial Contribution of Greenhouse Gas Emissions.</p> <p>a. Implement all mitigation measures listed above in Mitigation Measure 4.3-1, which will have the added benefit of reducing project-generated, operation-related GHG emissions.</p> <p>b. Design buildings to exceed 2008 Title 24 energy efficiency standards by a minimum of 20%. This mitigation measure is consistent with the City of Manteca’s General Plan Policy AQ-P-10, which encourages energy efficient building designs. In addition, this measure is consistent with the Measures 14 and 15 from SJVAPCD’s list of ISR</p>	<p>a. Project applicant shall implement Mitigation Measure 4.3-1 during site construction activities.</p> <p>b-g. Prior to issuance of the first</p>	a-g. Project applicant, construction contractor(s)	a-g. Planning and Engineering Divisions shall monitor on a regular basis to verify implementation of appropriate fugitive dust	

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	<p>On-Site Emission Reduction Mitigation Measure for commercial uses (SJVAPCD 2007).</p> <p>c. Ensure that all appliances installed in all retail and commercial buildings on the project site are ENERGY STAR qualified. This mitigation measure is consistent with the City of Manteca’s General Plan Policy AQ-P-10, which encourages energy efficient building designs.</p> <p>d. Install energy efficient lighting (e.g., “Smart Lighting” [bi-level sensor LED]) in the parking lot and along on-site pedestrian walkways.</p> <p>e. All hot water for proposed businesses should be supplied from solar water heaters and/or tankless water heaters. This mitigation measure is consistent with the City of Manteca’s General Plan Policy AQ-P-10 to encourage energy efficient building designs.</p> <p>f. Provide water efficient landscape irrigation design to reduce the outdoor use of potable water by a minimum of 50% beyond that of the established water budget, where the established water budget for landscape irrigation is consistent with the Department of Water Resources’ Model Water Efficient Landscape Ordinance. If desired, measures to achieve a 50% reduction may include, but are not limited to the installation and use of rooftop rain collection cisterns or other water collection devices that store rainwater or storm water for landscape irrigation, or the use of gray water produced on site. This mitigation measure is consistent with City of Manteca’s General Plan Water Conservation Goal RC-2 to recycle water for irrigation and non-potable uses. The Applicant shall provide a plan for achieving this performance standard when submitting its building plans to the City. The City shall review whether the plan to meet this water conservation performance standard is consistent with the methods outlined in the Department of Water Resources’ Model Water Efficient Landscape Ordinance.</p> <p>g. Minimize the use of water, including the use of pressure washers, for regular maintenance of parking lot, walkway, and store front areas. Pressure washing of buildings and surfaces shall not be performed</p>	certificate of occupancy.		control measures and verify consultation with SJVAPCD was completed. Verify emission control measures are incorporated into project design consistent with City standards.	

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	more than once each year. The Applicant shall include this requirement in the commercial lease agreements for every tenant on the project site.				