

ROCKWELL POND COMMERCIAL PROJECT EIR

Mitigation Monitoring Checklist

MITIGATION MEASURE

WHEN IMPLEMENTED

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4.0 <u>AGRICULTURAL RESOURCES</u>		
<p>4.1 Future development in the Project area that brings about the conversion of Prime Farmland to non-agricultural uses shall be required to mitigate the loss of such agricultural lands in one or more of the following ways:</p> <ul style="list-style-type: none"> a. The acquisition of conservation easements on agricultural land located elsewhere in Fresno County. b. Participation in a “Mitigation Fee” program to offset the impacts of development on agricultural land, if such a program has been implemented by the City of Selma. c. Contribution of required funds to a non-profit agricultural land trust whose primary purpose is the preservation of 	<p>As a condition of approval of the first project site plan or use permit. Mitigation shall be required for that area subject to the site plan or use permit.</p>	<p>Community Development Department, Building Official</p>

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<p>agricultural land, either within the County or statewide. Emphasis shall be placed on preserving agricultural land within the region.</p> <p>d. Contribution of required funds to a nonprofit agricultural land trust whose primary purpose is the preservation of agricultural land, if such an organization has been formed at the time development is proposed.</p> <p>e. Implementation of appropriate and feasible mitigation recommended in the Farmland Conservation Program administered by Council of Fresno County Governments (COG).</p>		
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<p>Participation in any other conservation program acceptable to the City of Selma including, but not limited to, transferable development credits, and transfer of development rights.</p> <p>4.2 Development on the Project site shall provide a minimum 100-foot buffer/transition area measured from the edge of an adjacent agricultural area. Where new development is separated from agricultural uses by an existing or planned roadway, the roadway may be located within the 100-foot buffer/transitions area.</p> <p>4.3 All new development within the City shall provide a right-to-farm deed restriction recognizing the right to farm on adjacent agricultural properties.</p> <p>4.4 Mitigation measure 4.1 shall apply.</p>		
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5.0 <u>AIR QUALITY</u>		
<p>The following energy conservation measures shall be incorporated into Project building plans unless the applicant provides evidence that incorporation of a specific measure is infeasible:</p> <p>5.1 All construction shall exceed the California Title 24 Energy Code for all relevant applications by 10% for the hotel construction and by 5% for all commercial and industrial construction.</p> <p>5.2 Passive solar cooling/heating design elements shall be included in building designs where feasible. Design elements that maximize the use of natural lighting shall be utilized where feasible.</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, Building Official</p>

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<p>5.3 Energy efficient technical and design features in new construction shall be required. New development must include provisions for the installation of energy efficient appliances and lighting.</p>		
<p>5.4 Installation of low nitrogen oxide emitting and/or high efficiency water heaters shall be required in new construction. Use of solar or low-emission water heaters (beyond Rule 4902) is recommended.</p>		
<p>5.5 To reduce daily ROG, NOX and PM10 emissions during winter days from combined Project sources, only advanced combustion or natural gas fireplaces shall be allowed. The developer is encouraged to install LPG fireplaces, pellet stoves or EPA-Certified wood-burning fireplaces or stoves. (Note: EPA-Certified fireplaces and fireplace inserts are 75</p>		

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<p>percent effective in reducing emissions from this source, while natural-gas/LPG fireplaces are nearly 100 percent effective in reducing emissions and have virtually no potential for odor or nuisance.)</p> <p>The primary construction contractor should prepare and submit a dust control plan to the SJVAPCD that incorporates all the provisions of Regulation VIII and the following additional measures:</p> <p>5.6 The proposed Project shall comply with all applicable Regulations and Rules established by the San Joaquin Valley Air Pollution Control District, including, but not limited to: Regulation IV: Prohibitions; Rule 4901: Wood Burning Fireplaces and Wood Burning Heaters; Regulation IV: Prohibitions; Rule 4902: Residential Water Heaters; and Regulation VIII: Fugitive PM₁₀ Prohibitions; as well as the</p>		<p>For this measure, Compliance also verified by the San Joaquin Valley Air Pollution Control District (SJVACPD)</p>
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<p>Indirect Source Review (ISR) (Rule 9510) and the Administrative ISR Fee Rule (Rule 3180).</p> <p>5.7 All material excavated, graded or otherwise disturbed shall be sufficiently watered to prevent fugitive dust emissions. Watering shall occur at least twice daily with complete coverage, preferably in the morning and after work is done for the day, or as necessary. The developer shall be responsible for watering in the event of high winds or watering needs after normal working hours.</p> <p>5.8 Water trucks or sprinkler systems shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. The frequency of watering shall be increased when wind speeds exceed 15 miles per hour if soils are not completely wet. If wind speeds</p>		
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<p>increase to the point that the dust control measures cannot prevent dust from leaving the site, construction activities shall be suspended.</p> <p>5.9 A person or persons shall be designated by the contractor or builder to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Such monitoring responsibilities shall include holiday and weekend periods when work may not be in progress. The contractor shall provide the name and telephone number of such person to the SJVAPCD and the City Building Official prior to commencement of construction activities.</p> <p>5.10 All disturbed areas on the site, including storage piles, which are not being actively utilized for construction purposes, shall</p>		
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<p>be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.</p> <p>5.11 All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water at least 3 times daily or chemical stabilizer/suppressant.</p> <p>5.12 The accumulation of mud or dirt shall be expeditiously removed from adjacent public streets at the end of each workday. 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. Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site.</p>		
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<p>5.13 Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two feet of freeboard. Trucks transporting fill material/soil to and from the site shall be tarped from the point of origin. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. Utilize wheel washers for all exiting trucks, or wash off all trucks and equipment prior to leaving the site as needed.</p>		
<p>5.14 On-site vehicles shall be limited to a speed (15 mph) that does not generate fugitive dust on unpaved roads. Land clearing, grading, earthmoving or excavation activities shall be suspended when winds exceed 20 miles per hour.</p>		
<p>5.15 After clearing, grading, earth moving, or excavation is</p>		

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<p>completed, the disturbed area shall be treated by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.</p> <p>5.16 The developer shall coordinate with the local transit operator to explore the feasibility of extending transit service to the Project site.</p> <p>5.17 The development shall contract with construction firms that can demonstrate that construction fleets can meet the emissions reduction requirements set by District Rule 9510 (20% reduction of NOx emissions and 45% reduction of PM10 emissions).</p>		
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<p>5.18 The Project shall incorporate the following energy conservation measures into Project building plans unless applicants prove that incorporation of a specific measure is infeasible:</p> <ul style="list-style-type: none"> • Meet or exceed the California Title 24 Energy Code for all relevant applications, including energy efficient appliances and lighting • Install heat transfer modules in all furnaces, to be determined by the City Building Official based on a determination that the costs of installing these elements to furnaces would exceed the cost of the energy that would be saved, or cost 20% above the cost of otherwise available furnace technology • Apply light colored, water based paint and roofing 		<p>For this measure, compliance also verified by the Selma Kingsburg Fowler</p>
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<p>materials on all structures</p> <ul style="list-style-type: none"> • If feasible, incorporate the use of solar panels for water heating systems and water heater systems that heat water only on demand into the design of all habitable structures, to be determined by the City Building Official based on a determination that the costs of installing these elements would exceed the cost of the energy that would be saved had a water system otherwise meeting the SJVAPCD Rule 4308 requirements for energy efficiency), or cost 20% above the cost of otherwise available water hearing systems meeting the SJVAPCD Rule 4308 requirements. • Include design elements that maximize the use of natural lighting, to be determined by the City Building Official based on assessment of whether the project design meets the standards of the industry to incorporate natural lighting into interior spaces. 		<p>County Sanitation District (SKF)</p> <p>For this measure, compliance also verified by the SJVACPD</p>
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<ul style="list-style-type: none"> • Construct parking areas with concrete or other non-polluting materials instead of asphalt, to be determined by the City Public Works Director based on a determination that the costs of installing non-asphalt parking surfaces would exceed 20% of the cost of other parking surfaces. • Include provisions for the installation of energy efficient appliances and lighting; the condition shall be determined as having been satisfied if the appliances and lighting meet any applicable standards of the California Energy Commission and/or the SJVAPCD (whichever standard has the highest energy efficiency criteria). • Utilize landscaping to shade all buildings and parking areas shall be determined as having been satisfied if landscaping plantings satisfy the performance standards 		
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<p>for Parking Lot Shading, adopted by the City of Fresno effective February 13, 2006.</p> <p>5.19 Landscape plans shall maximize the use of low-water demand species for ornamental purposes. Project conditions, covenants, and restrictions (CC&Rs) shall include information about drought tolerant plantings and encourage and facilitate use of water-saving species.</p> <p>5.20 The Project shall, where feasible, utilize reclaimed water for all common area exterior landscaping. If not feasible, applicants shall provide documentation as to the efforts made to procure reclaimed water from purveyors. Implementation of this measure shall be determined by the City Community Development Director, and shall be based on a determination that the costs of installing reclaimed</p>		
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<p>water would exceed twice the cost of a standard irrigation system.</p> <p>5.21 Indoor water use shall be reduced through re-circulating, point-of-use, or on-demand water heaters, low flow toilets, water saving fixtures, including low flow showerheads. Indoor water-conserving measures shall be implemented prior to certificate of occupancy.</p> <p>5.22 The Project shall minimize GHG emissions. To the extent feasible, the Project shall incorporate transit-oriented activity centers that promote increased walking, bicycling, and use of public transit. The condition shall be determined as having been satisfied through the project's compliance with the SJVAPCD's Indirect Source Review (Rule 9510).</p>		
<p>6.0 <u>BIOLOGICAL RESOURCES</u></p>		

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<p>6.1 Developers of projects on the Project site shall be required to contract with a qualified biologist to conduct a preconstruction survey approximately 30 days prior to ground disturbing activities in and around the Rockwell Pond recharge basin. The survey protocol will follow the USFWS's (1999) guidelines as denoted in Appendix H of the San Joaquin Kit Fox Survey Report by Halstead and Associates. Also, Standard Recommendation #1-1 3 (Appendix H of the San Joaquin Kit Fox Report) are incorporated into the Project and will be implemented to avoid potential impacts to the kit fox. If kit fox are found during the preconstruction survey, the USFWS shall be consulted and the protective and mitigation measures as noted in Appendix H shall be implemented.</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, Building Official, qualified biologist retained by the developer.</p>
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<p>6.2 Burrowing Owl was not found on the Project site; to meet CDFG requirements, however, the following avoidance measures are required:</p> <p>Measure1: If construction activities will occur during the nesting season of February through August, a preconstruction survey shall be conducted by a qualified biologist to determine the existence of Burrowing Owl. The survey shall be conducted within 30 days prior to construction activities. Results of the preconstruction survey shall be prepared in a letter given to CDFG for their review and approval prior to any construction activities.</p> <p>Measure 2: If nesting sites are found, the CDFG’s (1995) guidelines for Burrowing Owl “Staff Report on Burrowing Owl Mitigation” shall be consulted and the Project proponent shall</p>		
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<p>select one of the following measures for implementation by a qualified biologist:</p> <ul style="list-style-type: none"> a. Destroy vacant burrows prior to March 1 and/or after August 31. b. Redesign the Project temporarily or permanently to avoid occupied burrows or nest sites until after the nesting/fledgling season. c. Delay Project construction activities until after the nesting/fledgling season (March 1 through August 31). d. Install artificial burrows in open space areas of the Project site and wait for passive relocation of the Burrowing Owl. e. Active relocation of Burrowing Owl with conditions. The Project proponent shall fund relocation of Burrowing Owl to unoccupied, suitable habitat which is permanently preserved (up to 6.5 acres per nesting 		
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<p>pair) in the open space on the Project site or off-site at a recognized Burrowing Owl mitigation bank.</p> <p>6.3 Nesting Birds (including raptors).</p> <p>Measure 1: If construction activities will occur during the nesting season of February through August, including tree nest removal, a preconstruction survey shall be conducted by a qualified biologist for nesting birds (which includes migratory birds covered under the Migratory Bird Treaty Act) on the Project site. Also, adjacent lands will be surveyed with emphasis on large trees which have the potential for nesting raptors. Results of the preconstruction survey shall be prepared in a letter and given to the CDFG for their review and approval prior to any construction activities.</p>		
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<p>Measure 2: If any active nests are observed, the nests shall be designated as an Environmentally Sensitive Area and protected (while occupied) during construction activities. The CDFG shall be contacted, consulted, and avoidance measures, specific to each incident, shall be developed in cooperation with the Project proponent, and a qualified biologist. No birds or their nests (including migratory birds covered under the Migratory Bird Treaty Act) will be impacted and no take will occur.</p>		
<p>7.0 <u>CULTURAL RESOURCES</u></p>		
<p>7.1 In the event any as yet undetected historical resources are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that protect important historical</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, Building</p>

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<p>resources, and notify the Fresno County Planning Department to determine the nature and extent of such resources and the appropriate measures to mitigate potential adverse impacts.</p>		<p>Official, qualified historical resource specialist retained by the developer.</p>
<p>7.2 All structures 50 years of age or greater shall be surveyed prior to development by a certified cultural specialist for potential inclusion on the Local Register of Historic Places. If found to be eligible, the developer shall preserve the structure in place or, in cooperation with the City of Selma, move the structure to a suitable location.</p>		
<p>7.3 In the event any as yet undetected archaeological or paleontological resources are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that</p>		

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<p>protect important historical resources.</p> <p>7.4 The following measures shall be implemented for cultural resources discovered during project implementation activities:</p> <p>a. In the event that important archaeological or paleontological resources are encountered during Project construction, all earth-moving activity in the specific construction area shall cease until the applicant retains the services of a qualified archaeologist or paleontologist. The archaeologist or paleontologist shall examine the findings, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate adverse impacts on those</p>		
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<p>important archaeological or paleontological resources that have been encountered. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed. Project personnel shall not collect or retain artifacts found at the site.</p> <p>b. If human remains are found during any Project construction on the Project site, all work shall stop in the vicinity of the find and the Fresno County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission. The Native American Heritage Commission shall notify the person considered to be the most likely descendant. The most likely descendant will work with the Project</p>		
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<p>applicant to develop a program for the re-interment of the human remains and any associated artifacts.</p>		
<p>8.0 <u>GEOLOGY, SOILS, AND MINERALS</u></p>		
<p>8.1 Developers shall prepare a grading plan for all proposed development in the Project area that is in compliance with City of Selma construction standards and the International Building Code.</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, Public Works Department.</p>
<p>9.0 <u>HAZARDS AND HAZARDOUS MATERIALS</u></p>		
<p>9.1 Those portions of the Project within the inner approach zone of the Selma Aerodrome shall incorporate a site plan that complies with the Fresno County Airports Land Use Policy Plan criteria for siting of structures located within the inner approach zone.</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, ALUC</p>

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<p>9.2 The City shall require a “buyer notification statement” as a requirement for the transfer of title of any property location with the Project site. The statement shall indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport’s current and projected activity, and the likelihood of aircraft over flights of the affected property.</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department</p>
<p>10.0 <u>HYDROLOGY</u></p>		
<p>10.1 Phases 1 and 2 of the proposed commercial development south of Rockwell Pond shall mitigate potential impacts to groundwater overdraft and recharge by one of the following methods:</p> <p>a. Payment by the developer of an annual assessment</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, Public Works Department. For Measures 10.1, 10.5, and 10.6, the</p>

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<p>to the Consolidated Irrigation District of \$130/per acre foot of additional consumptive use for the 94-acre project (estimated at \$18,460 annually).</p> <p>b. Fund and develop recharge enhancement Project 11 as described in the Engineers Report (July 2007). The developer shall take the lead in contracting the improvements on a schedule satisfactory to the Consolidated Irrigation District.</p> <p>c. Fund and develop recharge enhancement Project 12 as described in the Engineers Report (July 2007). The developer shall take the lead in contracting the improvements on a schedule satisfactory to the Consolidated Irrigation District.</p>		<p>Consolidated Irrigation District (CID) shall also verify compliance.</p>
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<p>10.2 Developers in the Project area shall be required to comply with all local, state and Federal regulations with regards to surface water runoff from construction sites, surface water runoff from new urban development, erosion control, and the protection of domestic water quality. The City of Selma shall require Best Management Practices in construction contracts, consistent with NPDES General Construction Activity Storm Water Permit requirements.</p>		
<p>10.3 Developers in the Project area shall be responsible for required improvements to the surface water runoff facilities required to serve proposed project. Capital costs for design and construction of drainage facilities are the responsibility of the developer. If a project is required to construct non-project improvements as part of the drainage plan, related costs will be reimbursed as other development occurs in the</p>		

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<p>area under an agreement with the City of Selma.</p> <p>10.4 Development south of Rockwell Pond shall discharge all storm water into on-site basins designed to accommodate up to 44.6 acre feet of runoff (26.6 acre feet for Phase 1 and 18.0 acre feet for Phase 2). Basins shall be designed so as not to discharge into facilities of the Consolidated Irrigation District, including but not limited to Rockwell Pond.</p> <p>10.5 All improvements to facilities of the Consolidated Irrigation District shall be developed in conformance with the Districts Standard Details and Development Standards.</p>		
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<p>10.6 Fencing of the Rockwell Pond area shall be consistent with fencing criteria acceptable to the Consolidated Irrigation District.</p>		
<p>10.7 Basins should be constructed and/or managed so that water depths are maintained to a minimum of four feet in order to preclude invasive emergent vegetation such as cattails.</p>		
<p>10.8 If water levels are subject to fluctuation during the summer mosquito breeding season, basins should be constructed with a low-flow/sump area. To prevent the growth of vegetation, the sump area should be excavated to a minimum depth of four feet below the pond floor. The basin floor should also be graded or sloped so as the standing water recedes, it will drain into the sump area.</p>		
<p>10.9 Access must be provided. A free and unencumbered access</p>		

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<p>roadway around the entire basin perimeter for pond maintenance and mosquito abatement activities is essential.</p> <p>10.10 Basin edges should be well maintained free of excess vegetation that promotes mosquito breeding and hinders Consolidated Mosquito Abatement District control efforts.</p>		
<p>11.0 <u>LAND USE AND PLANNING</u></p>		
<p>11.1 Prior to annexation and development, the Selma City Council shall approve a General Plan Amendment (GPA) to change the present land use designation adopted in the Selma General Plan and the Northwest Specific Plan to Regional Commercial.</p>	<p>As a condition of final Project approval.</p>	<p>Community Development Department</p>
<p>12.0 <u>NOISE</u></p>		

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12.1	<p>The proposed Project shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to its consistency with the <i>Fresno County Airports Land Use Policy Plan</i>. The Project shall be referred to the Commission prior to an action taken by the City of Selma.</p>	<p>Prior to final Project approval by the Selma City Council.</p>	<p>Community Development Department, ALUC</p>
12.2	<p>The City shall require a “buyer notification statement” as a requirement for the transfer of title of any property location with the Project site. The statement shall indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport’s current and projected activity, and the likelihood of aircraft over flights of the affected</p>		

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property.		
14.0 PUBLIC SERVICES, RECREATION, AND UTILITIES/SERVICE SYSTEMS		
14.1 The developer shall pay Public Facilities Impact Fees for proposed developments as established by the City of Selma in accordance with the requirements of State law.	As a condition of approval of a project site plan or use permit. Fees are to be paid at the time of building permit.	Community Development Department, Building Official, Selma Police and Fire Department.
14.2 All development in the Project area shall comply with applicable, current requirements under the International Building Code, Uniform Fire Codes, and City Standards.		
14.3 Developers shall pay Public Facilities Impact Fees for proposed developments established by the City in accordance with the requirements of State law.		
14.4 The mitigation required for opening day traffic requirements		

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<p>detailed in on page 15-43 - 44 of the DEIR (under Year 2010 with Project Phase 1 Conditions) shall be implemented.</p>		
<p>14.5 To reduce potential service calls to the Project area, the City of Selma Police Department shall be consulted during site planning and design to ensure that adequate provisions for crime prevention are incorporated into the Project design.</p>		
<p>14.6 Prior to the issuance of building permits, the applicant shall be responsible for the payment of school facility impact fees as adopted by the Selma Unified School District.</p>		<p>For this measure, compliance also verified by the Selma Unified School District.</p>
<p>14.7 The developer shall pay Public Facilities Impact Fees as established by the City in accordance with City land development policies.</p>		

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<p>14.8 The developer shall pay sewer connection fees at the building permit stage in order to defray the City's investment in trunk lines, pumps, force mains, and the assessment district.</p> <p>14.9 The developer shall be required to contribute to the extension of necessary infrastructure to the Project site at developer's expense. Near term development projects in the Project area that are required to fund specific improvements beyond the Project's anticipated usage shall be reimbursed by subsequent development proponents that will fund their anticipated share and monies will be returned to the original development proponents who funded the initial improvements.</p> <p>14.10 For each phase of the Project, a determination shall be required</p>		
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<p>by SKF that there is sufficient capacity in the wastewater treatment plant to serve the proposed development.</p> <p>14.11 Developers in the Project area shall be responsible for required improvements to the domestic water system necessary to serve proposed projects. Capital costs for design and construction of the water distribution system, new wells and pumps, transmission lines, storage facilities, distribution system, SCADA, meters, storage and booster pump stations, and so on are the responsibility of the developer, who may also be responsible for water supply facility fees assessed by Cal Water in accordance with applicable CPUC rate regulations to cover costs associated with development of new wells in accordance with California Public Utility Commission (CPUC) rules. Developers in the Project area shall be required to prepare a water piping plan for review and approval by Cal Water.</p> <p>14.12 The developer shall work closely with PG&E to ensure that</p>		<p>For this measure, compliance also verified by SKF.</p> <p>For this measure, compliance also verified by Cal Water.</p> <p>For this measure, Compliance also</p>
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<p>development of electrical and natural gas infrastructure is located and provided concurrently with roadway construction and in accordance with PUC regulations. The developer shall grant all necessary easements for installation of electrical and natural gas facilities, including utility easements along future on-site service roads.</p> <p>14.13 Implement mitigation measure 5.18 set forth in Section 5.0 of this EIR.</p>		<p>verified by PG&E.</p>
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<p>15.0 TRAFFIC</p> <p><u>Existing Plus Project Phase 1 Conditions</u></p> <p>In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and one through lane; • Westbound: one through lane with a shared right turn; • Northbound: does not exist; and • Southbound: one left-turn lane and one right-turn lane. <p><u>Existing Plus Project Phases 1 and 2 Conditions</u></p> <p>In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:</p>	<p>As a condition of approval of a project site plan or use permit.</p>	<p>Community Development Department, Public Works Department, and Caltrans for State Facilities.</p>
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<ul style="list-style-type: none"> • Eastbound: one left-turn lane and one through lane; • Westbound: one through lane and one right-turn lane; • Northbound: does not exist; and • Southbound: two left-turn lanes and one right-turn lane. <p>In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: three through lanes and one right-turn lane; • Westbound: one left-turn lane and two through lanes; 		
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<ul style="list-style-type: none"> • Northbound: one right-turn lane; and • Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes. <p>In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, three through lanes, and one right-turn lane; • Westbound: two left-turn lanes, two through lanes, and one right-turn lane; • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and • Southbound: one left-turn lane, two through lanes, and two right-turn lanes. 		
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<p>In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane, two through lanes, and one right-turn lane; • Westbound: one left-turn lane and two through lanes, and one right turn; • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and • Southbound: one left-turn lane and two through lanes with a shared right turn. <p>In order to mitigate the impacts at the intersection of McCall Avenue</p>		
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<p>and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and two through lanes with a shared right turn; • Westbound: one left-turn lane and two through lanes with a shared right turn; • Northbound: one left-turn lane and two through lanes with a shared right turn; and • Southbound: one left-turn lane, one through lane, and one right-turn lane. <p><u><i>Year 2010 With Project Phase 1 Conditions</i></u></p> <p>In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and one through lane; 		
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<ul style="list-style-type: none"> • Westbound: one through lane and one right-turn lane; • Northbound: does not exist; and • Southbound: one left-turn lane and one right-turn lane. <p>In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: three through lanes and one right-turn lane; • Westbound: one left-turn lane and two through lanes; • Northbound: one right-turn lane; and • Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes. <p>In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p>		
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<ul style="list-style-type: none"> • Eastbound: two left-turn lanes, three through lanes, and one right-turn lane; • Westbound: two left-turn lanes, two through lanes, and one right-turn lane; • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and • Southbound: one left-turn lane, two through lanes, and two right-turn lanes. <p>The Floral Avenue / Highland Avenue / SR 99 interchange was studied in an interchange analysis report dated July 16, 2008 by Peters Engineering Group. The feasibility of the improvements described herein was investigated in the analysis and were deemed to be generally feasible subject to issuance of certain design</p>		
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<p>exceptions and the approval of plans by Caltrans.</p> <p>In order to mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: three through lanes; • Westbound: two through lanes; • Northbound: one left-turn lane and one right-turn lane; and • Southbound: does not exist. <p>In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane, two through lanes, and one right-turn lane; • Westbound: one left-turn lane and two through lanes, and one right turn; 		
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<ul style="list-style-type: none"> • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and • Southbound: one left-turn lane and two through lanes with a shared right turn. <p>In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and two through lanes with a shared right turn; • Westbound: one left-turn lane and two through lanes with a shared right turn; • Northbound: one left-turn lane and two through lanes with a shared right turn; and • Southbound: one left-turn lane, one through lane, and one right-turn lane. 		
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<p>In order to mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane, two through lanes, and one right-turn lane; • Westbound: one left-turn lane, two through lanes, and one right-turn lane; • Northbound: one left-turn lane and two through lanes with a shared right turn; and • Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane. <p>In order to mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two right-turn lanes; 		
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<ul style="list-style-type: none"> • Westbound: does not exist; • Northbound: two through lanes and one right-turn lane; and • Southbound: two left-turn lanes and two through lanes. <p><u>Year 2015 With Project Phases 1 and 2 Conditions</u></p> <p>In order to mitigate the impacts at the intersection of DeWolf and Floral Avenues, the intersection can remain controlled by stop signs on DeWolf Avenue but will require the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and two through lanes with a shared right turn; • Westbound: one left-turn lane and two through lanes with a shared right turn; • Northbound: one left-turn lane and one through lane with a shared right turn; and 		
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<ul style="list-style-type: none"> • Southbound: one left-turn lane and one through lane with a shared right turn. <p>In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and two through lanes; • Westbound: two through lanes and one right-turn lane; • Northbound: does not exist; and • Southbound: two left-turn lanes and one right-turn lane. <p>In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp / Floral Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: four through lanes and one right-turn lane; 		
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<ul style="list-style-type: none"> • Westbound: two left-turn lanes and three through lanes; • Northbound: one right-turn lane; and • Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes. <p>In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, four through lanes, and two right-turn lanes; • Westbound: two left-turn lanes, four through lanes, and one right-turn lane; • Northbound: two left-turn lanes, two through lanes, and one 		
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<p>right-turn lane; and</p> <ul style="list-style-type: none"> • Southbound: two left-turn lanes, two through lanes, and two right-turn lanes. <p>In order to mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: three through lanes; • Westbound: three through lanes; • Northbound: two left-turn lanes and one right-turn lane; and • Southbound: does not exist. <p>In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:</p>		
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<ul style="list-style-type: none"> • Eastbound: one left-turn lane, three through lanes, and one right-turn lane; • Westbound: one left-turn lane and three through lanes with a shared right turn; • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and • Southbound: two left-turn lanes and two through lanes with a shared right turn. <p>In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, two through lanes, and one right-turn lane; • Westbound: one left-turn lane and two through lanes with a shared right turn; 		
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<ul style="list-style-type: none"> • Northbound: one left-turn lane and two through lanes with a shared right turn; and • Southbound: one left-turn lane, two through lanes, and one right-turn lane. <p>In order to mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane, two through lanes, and one right-turn lane; • Westbound: one left-turn lane, two through lanes, and one right-turn lane; • Northbound: one left-turn lane and two through lanes with a shared right turn; and • Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane. 		
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<p>In order to mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two right-turn lanes; • Westbound: does not exist; • Northbound: two through lanes and one right-turn lane; and • Southbound: two left-turn lanes and two through lanes. <p><u>Cumulative Year 2030 With Project Phases 1 and 2 Conditions</u></p> <p>In order to mitigate the impacts at the intersection of DeWolf and Floral Avenues, the intersection should be signalized with the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and two through lanes with a shared right turn; • Westbound: one left-turn lane and two through lanes with a 		
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<p>shared right turn;</p> <ul style="list-style-type: none"> • Northbound: one left-turn lane and one through lane with a shared right turn; and • Southbound: one left-turn lane and one through lane with a shared right turn. <p>In order to mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane and two through lanes; • Westbound: two through lanes and one right-turn lane; • Northbound: does not exist; and • Southbound: two left-turn lanes and one right-turn lane. <p>In order to mitigate the impacts at the intersection of SR 99 Southbound Off Ramp / Floral Avenue and Floral Avenue, the intersection will require widening to the following lane</p>		
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<p>configurations:</p> <ul style="list-style-type: none"> • Eastbound: four through lanes and one right-turn lane; • Westbound: two left-turn lanes and three through lanes; • Northbound: one right-turn lane; and • Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes. <p>In order to mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, four through lanes, and two right-turn lanes; • Westbound: two left-turn lanes, four through lanes, and one right-turn lane; • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and 		
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<ul style="list-style-type: none"> • Southbound: two left-turn lanes, two through lanes, and two right-turn lanes. <p>In order to mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: three through lanes; • Westbound: three through lanes; • Northbound: two left-turn lanes and one right-turn lane; and • Southbound: does not exist. <p>In order to mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, three through lanes, and one right-turn lane; 		
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<ul style="list-style-type: none"> • Westbound: two left-turn lanes and three through lanes with a shared right turn; • Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and • Southbound: two left-turn lanes and two through lanes with a shared right turn. <p>In order to mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: two left-turn lanes, two through lanes, and one right-turn lane; • Westbound: one left-turn lane and two through lanes with a shared right turn; • Northbound: two left-turn lanes and two through lanes with a shared right turn; and 		
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<ul style="list-style-type: none"> • Southbound: one left-turn lane, two through lanes, and one right-turn lane. <p>In order to mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:</p> <ul style="list-style-type: none"> • Eastbound: one left-turn lane, two through lanes, and one right-turn lane; • Westbound: one left-turn lane, two through lanes, and one right-turn lane; • Northbound: one left-turn lane and two through lanes with a shared right turn; and • Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane. <p>In order to mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will</p>		
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<p>require widening to the following lane configurations:</p> <ul style="list-style-type: none">• Eastbound: two right-turn lanes;• Westbound: does not exist;• Northbound: two through lanes and one right-turn lane; and• Southbound: two left-turn lanes and two through lanes.		
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