

Final
Focused Environmental Impact Report
Oleander, Sundance, and Sundance 2 Development Projects



Prepared for:
City of Manteca

October 2006



Final
Focused Environmental Impact Report
Oleander, Sundance, and Sundance 2 Development Projects



Prepared for:

City of Manteca
Community Development/Planning Department
1001 West Center Street
Manteca, CA 95337

Contact:

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Planning Manager
209/239-8423

Prepared by:

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Project Manager
916/414-5800

October 2006



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1 INTRODUCTION

This Final Environmental Impact Report (EIR) has been prepared to respond to comments received on the Draft EIR for the Oleander, Sundance, and Sundance 2 Development Projects (proposed project). The Final EIR has been prepared on behalf of the City of Manteca (City), the lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA).

The project applicants—Raymus Homes for Oleander and FCB Homes for Sundance and Sundance 2—are requesting approval of various discretionary entitlements in support of a development that would include single-family residential, community parks, a new Boys and Girls Club facility, and approximately 2.29 acres of commercial land uses on approximately 230 acres located in the southern portion of the City’s sphere of influence, south of State Route (SR) 120.

On June 30, 2006, the City released the Draft EIR for public and agency review and comment. The Draft EIR evaluated the potential environmental effects of the proposed project and three alternatives: No-Project Alternative, Mitigated Design Alternative, and Off-site Alternative. Six comment letters were received from state and local agencies. In addition, a public hearing to receive public input on the Draft EIR was held at the City Council Chambers on August 1, 2006. No comments were received at the hearing. The comment period closed on August 14, 2006.

This document and the Draft EIR together comprise the Final EIR.

1.1 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

1.1.1 PROJECT LOCATION

The project site is located along the SR 120 corridor. Regional access to the project site is provided by Interstate 5 (I-5) to the west, SR 120 to the north, and SR 99 to the east. Local roadways in the project area include Woodward Avenue, Oleander Avenue, Peach Avenue, Union Road, Airport Way, and Atherton Drive. The project site is located outside of the city limits, but within the City’s Sphere of Influence (SOI) and the city’s Primary Urban Service Boundary (USB). In general, land surrounding the project area is mostly agricultural and rural residential. However, some areas are being converted to commercial and residential land uses and several residential and commercial development projects, in various planning and design stages, are proposed in the general vicinity of the project area. SR 120 forms the northern boundary of the site, with residential development located to the north.

1.1.2 PROJECT OBJECTIVES

The goal of the proposed project is to develop a plan for the orderly and systematic development of an integrated, residential community that would be consistent with goals and policies of the City of Manteca General Plan.

The City of Manteca, as the lead agency, has developed the following primary objectives to satisfy the requirements of the State CEQA Guidelines Section 15124 (b):

- ▶ provide a residential community that is consistent with the land use patterns envisioned in the City of Manteca General Plan and that provides supporting commercial, open space, and public facilities;
- ▶ develop an integrated master-planned community that includes residential, commercial, and recreational land uses;

- ▶ integrate the project site with the surrounding development and circulation pattern by creating street and pedestrian connections; and
- ▶ provide a pedestrian-friendly, human scale community environment that provides a safe and pleasant place for people to live, work, and recreate.

1.1.3 ELEMENTS OF THE PROPOSED PROJECT

The project site currently consists of agricultural uses, including livestock grazing, crop production, fallow farmland, orchards, residences, barns, a dairy, and other agricultural support facilities (e.g., corrals, animal shelters, and outbuildings).

The project applicants are proposing to remove all existing site structures and develop three single-family residential developments on a 230-acre site that would include a total of 1,074 new residences; four new community parks (totaling 17.24 acres) and a new Boys and Girls Club facility; approximately 2.29 acres of commercial land use; new public roadways to provide pedestrian and vehicular access to the project site and surrounding community areas; and other improvements, including water supply, storm drainage, sewer facilities, and landscaping.

Project construction is anticipated to begin in 2006 and would consist of two general phases, with construction of land improvements (e.g., new roadways and utility infrastructure) occurring first, followed by construction of on-site facilities and residences. Construction would proceed in phases with development of approximately 100 lots at one time. Build-out of the proposed project is anticipated to extend for approximately 6 to 7 years.

Implementation of the proposed project would require San Joaquin County Local Agency Formation Commission (LAFCO) approval of annexation of the project site to the City and the following entitlements from the City of Manteca: adoption of pre-zoning designations for the site; and City approval of tentative subdivision maps, development agreements, phasing plans, and Planned Unit Development guidelines. Additionally, a General Plan Amendment would be required for implementation of the Sundance development. This General Plan Amendment would be needed to:

- ▶ Reduce the amount of land designated as General Commercial (CG), from 12 acres to 2.3 acres;
- ▶ Reduce the amount of land designated as Low Density Residential (LDR), from 95.7 acres to 87.5 acres; and
- ▶ Increase the amount of land designated as Medium Density Residential (MDR), from 4.4 acres to 12 acres.

1.1.4 SUMMARY OF ALTERNATIVES TO THE PROPOSED PROJECT

The Draft EIR evaluated the following alternatives to the proposed project:

- ▶ No-Project Alternative,
- ▶ Mitigated Design Alternative, and
- ▶ Off-site Alternative.

The No-Project Alternative and the Mitigated Design Alternative were found to be environmentally superior to the proposed project. The Off-site Alternative was found to be environmentally similar to the proposed project and would result in comparable impacts, but at an off-site location.

The No-Project Alternative would not attain any of the project’s objectives, while the Mitigated Design Alternative would partially attain some of the project’s objectives.

1.2 PURPOSE OF THE FINAL EIR

CEQA requires a lead agency that has completed a Draft EIR to consult with and obtain comments from public agencies that have legal jurisdiction with respect to the proposed action, and to provide the general public with opportunities to comment on the Draft EIR. This Final EIR has been prepared to respond to comments received on the Draft EIR for the proposed project.

1.3 CEQA REQUIREMENTS FOR RESPONDING TO COMMENTS

The State CEQA Guidelines state that written responses to comments received on the Draft EIR must describe the disposition of significant environmental issues. In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed. There must be good faith, reasoned analysis in response.

1.4 REQUIREMENTS FOR EIR CERTIFICATION AND FUTURE STEPS IN PROJECT APPROVAL

The EIR is intended to be used by the City Council when considering approval of the proposed project or an alternative to the proposed project.

In accordance with CEQA, the Draft EIR was circulated for public and agency review and comment on June 30, 2006. The comment period closed on August 14, 2006. Comments were received from state and local agencies. A public hearing to receive public input on the Draft EIR was held during the review period on August 1, 2006. Following completion of the Final EIR, the City of Manteca will hold a public meeting to consider certification of the Final EIR and to decide whether or not to approve the Proposed Action or an alternative. A Notice of Determination (NOD) will then be filed. If the City Council approves the proposed project (or an alternative), it will prepare and adopt written findings of fact for each significant environmental impact identified in the EIR; a Statement of Overriding Considerations, if needed; and a Mitigation Monitoring and Reporting Program.

1.5 ORGANIZATION AND FORMAT OF THE FINAL EIR

This document is organized as follows:

- ▶ **Chapter 1, "Introduction,"** describes the purpose and content of the Final EIR, provides an overview of the environmental review process, and presents a summary of the proposed project and alternatives.
- ▶ **Chapter 2, "Comments and Responses,"** contains a list of all agencies who submitted comments on the Draft EIR during the public review period, copies of the comment letters received, and individual responses to the comments.
- ▶ **Chapter 3, "Revisions to the Draft EIR,"** presents revisions to the Draft EIR text based on issues raised by comments, clarifications, or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.
- ▶ **Chapter 4, "Report Preparation,"** lists the individuals who assisted in the preparation of this Final EIR.

2 COMMENTS AND RESPONSES

This chapter contains comment letters received during the public review period for the Draft EIR. In conformance with State CEQA Guidelines Section 15088(a), written responses to comments on environmental issues received from reviewers of the Draft EIR were prepared.

Comment letters and responses to comments are arranged in the following order: state agencies, local agencies, and other. Each letter and each comment within a letter have been given an identification number. Responses are numbered so that they correspond to the appropriate comment. Where appropriate, responses are cross-referenced between letters.

As noted previously, a public hearing on the Draft EIR was conducted at the City Council Chambers; however, no public comments were received at this hearing.

2.1 LIST OF COMMENTERS

Table 2-1 provides a list of all agencies who submitted comments on the Draft EIR during the public review period.

Table 2-1 List of Commenters			
Commenter	Agency	Letter ID	Page Number
State Agencies			
Tom Dumas, Chief, Office of Intermodal Planning	California Department of Transportation	DOT	2-2
S. M. Coutts, Captain, Commander, Stockton Area	Department of California Highway Patrol	CHP	2-8
Local Agencies			
Andrea Vallejo, Associate Planner	San Joaquin County Department of Public Works	PW	2-11
Mike Huggins, Supervising R.E.H.S., R.D.I., Program Coordinator, Environmental Health Department	San Joaquin County Environmental Health Department	EH	2-15
Jessica R. Willis, Air Quality Specialist, Central Region	San Joaquin Valley Unified Air Pollution Control District	Air	2-17
Other			
Alfred Poon, Land Agent, Land Rights Protection, Northern Area	Pacific, Gas, and Electric Company	PG&E	2-21

2.2 COMMENTS AND RESPONSES

The written comments received on the Draft EIR and the responses to those comments are provided in this section. Each comment letter is reproduced in its entirety and is followed by the response(s) to the letter. Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
 (1976 E. CHARTER WAY/1976 E. DR. MARTIN
 LUTHER KING JR. BLVD. 95205)
 TTY: California Relay Service (800) 735-2929
 PHONE (209) 941-1921
 FAX (209) 948-7194



*Flex your power!
 Be energy efficient!*

August 14, 2006

**10-SJ-120-PM3.3
 SCH 2005122079 (DEIR)
 Oleander, Sundance, &
 Sundance 2**

Kathleen Wold
 City of Manteca
 Community Development Department
 1001 West Center Street
 Manteca, CA 95337

Dear Ms. Wold:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the Draft Environmental Impact Report (DEIR) for the proposed 1,074 single family residences to be located adjacent to and south of State Route 120 (SR-120), east of Airport Way, north of Peach Avenue, and west and adjacent to Union Road. After approval of the DEIR this proposed project will also require approval of an annexation by the Local Agency Formation Commission (LAFCO) as well as approval of site pre-zoning, tentative subdivision maps, development agreements, phasing plans, and Planned Unit Development guidelines by the City of Manteca (City).

DOT-1

The Department has the following comments:

1. a. The second paragraph of page 4.7-7 of the DEIR, mentions that peak-hour signal warrants analysis were conducted for all unsignalized study intersections to determine if there would be a need to signalize the intersection. All 8 warrants must be completed (see Figure 4C-101, Manual of Uniform Traffic Control Devices (MUTCD) 2003 California Supplement) to determine whether an intersection qualifies for a signal. A signal warrant cannot be satisfied based on only the peak hour warrant, a sub-set of the standard Traffic Signal Warrant recommended in the MUTCD. In order for a signal warrant study to be fully satisfied, other factors such as safety, pedestrians, school proximity, et cetera need to be considered. **Please complete and submit the entire warrant study for all applicable intersections for review and comment.** For intersections where it is not reasonable to count actual traffic volumes, Table 4C-101 should be used.

DOT-2

b. On page 4.7-34, under the Mitigation Measures section 4.7-1 there is mention of how the cost of the signals will be shared. **Before this can occur, the signal warrants study must be completed and re-submitted for review and comment as mentioned above.**

DOT-2
Cont'd

c. It is also necessary to complete the analysis for current conditions and an analysis for cumulative w/project conditions in order to comparative purposed and effectively apply the fair-share cost. **This must also be completed and re-submitted for review and comment**

2. On page 4.7-34 under Mitigation Measures 4.7-3 there is a mention of the six lane widening to improve operations on this section of SR-120. This project w/cumulative conditions will cause a significant traffic impact per Appendix E – Traffic Impact Analysis of the DEIR (Appendix E) per Table 14 page 47 (SR-120 mainline) and Table 21 page 52 (SR-120 ramps). Although widening of SR-120 will improve the operations, other traffic relieving strategies must be explored. There is no mention of future Ramp Metering, High Occupancy Vehicle lanes, and Auxiliary lanes to help alleviate the traffic impacts. These measures need to be explored and be discussed in detail in the DEIR.

DOT-3

3. For the near term, signalization and widening of the ramps widening will be needed in order to relive some of the traffic generated by this development (before buildout). Ramp queues were calculated per Table 11 on page 28. Sufficient deceleration needs to be provided per Section 405.2 of the Highway Design Manual (and based on the posted speed limit). The ramp must provide the necessary deceleration and storage at all times. If the necessary deceleration cannot be provided due to long queues, widening will need to take place to reduce the queues. **The analysis must be resubmitted for review and comment showing deceleration length (at the maximum queues) for all offramps (SR-120 Airport Way & SR-120 Union Road), and the proposed lane configurations (if needed) and when they will need to be in place.**

DOT-4

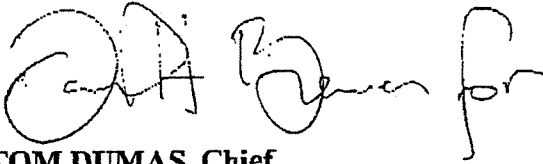
4. This development and is one of many in the area (constructed and proposed) that will cause a major impact to SR-120/Airport Way and SR-120/Union Ave. There currently is a project to upgrade SR-120/Union Ave. A Project Study Report is currently in the works for the SR-120/Airport Road interchange. A project to upgrade SR-120/Airport Road interchange must move forward in order to avoid major traffic impacts onto the State Highway System. It is the developer's and City's responsibility to ensure that these interchanges are upgraded to handle the future traffic volumes.

DOT-5

Ms. Wold
August 14, 2006
Page 3

If you have any questions or would like to discuss our comments in more detail, please contact Dan Brewer at (209) 948-7142 ([e-mail: dan.brewer@dot.ca.gov](mailto:dan.brewer@dot.ca.gov)) or me at (209) 941-1921.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Dumas for". The signature is stylized and cursive.

TOM DUMAS, Chief
Office of Intermodal Planning

c: SMorgan CA Office of Planning and Research

Ms. Wold
August 14, 2006
Page 4

bc: TDumas IGR
ASoria Traffic Ops

- DOT-1** The commenter states that after certification of the EIR, the project will also require approval of an annexation by the San Joaquin Local Agency Formation Commission (LAFCO) as well as approval of site pre-zoning, tentative subdivision maps, development agreements, phasing plans, and Planned Unit Development guidelines by the City of Manteca. The discretionary actions sought by the project are discussed in Chapter 3, "Project Description," of the Draft EIR. The City acknowledges that the project applicants are seeking approval for many entitlements, approval of which will be required prior to implementation of the project.
- DOT-2** The commenter states the peak-hour signal warrants analyses should be completed for all unsignalized study intersections. The Draft EIR evaluated potential increases in peak-hour volumes at 22 project intersections (see Impact 4.7-1, "Increases in Peak-Hour Traffic Volumes on Regional Roadways Resulting in Unacceptable Levels of Service"). The results of the traffic modeling and Draft EIR analysis indicated that, with project implementation, the eastbound and westbound ramp intersections of Airport Way/State Route (SR) 120 and Union Road/SR 120 would operate at unacceptable levels of service and would meet the warrant for a signal. This was determined to be a significant impact and mitigation was recommended (i.e., signalization) to reduce this impact to a less-than-significant level. The City acknowledges that a full signal warrant traffic study consistent with Caltrans requirements will need to be prepared prior to the installation of any signals. The City of Manteca, in cooperation with Caltrans District 10 and the San Joaquin Council of Governments (SJCOG) has initiated Project Study Reports (PSRs) for the SR 120/Airport Way and SR 120/Union Road interchanges. As part of each interchange study, the existing stop-controlled ramp terminal intersections are being evaluated using all 8 warrants contained in the *Manual of Uniform Traffic Control Devices 2003 California Supplement*¹ to determine when traffic signals are required to serve morning and evening peak hour traffic volumes under both existing and near-term conditions. The purpose of the analysis presented in the Draft EIR was to determine whether the project would result in a potential impact to nearby intersections and the magnitude of those impacts. The City and the project applicants will coordinate with Caltrans regarding the appropriate timing and project contribution toward installation of signals at the above intersections.
- DOT-3** The commenter states that other traffic relieving strategies should be explored under Mitigation Measure 4.7-3. The Traffic Operations Reports for the SR 120/Airport Way and SR 120/Union Road interchanges will also address the operational benefits of auxiliary lanes, high occupancy vehicle lanes, and ramp metering to SR 120. The combination of these traffic relieving strategies and the widening of SR 120 from 4 to 6 lanes are designed to provide system-wide benefits to SR 120. The commenter suggests adding the following measures to Mitigation Measure 4.7-3 in the Draft EIR: explore future ramp metering, high occupancy vehicle lanes, and auxiliary lanes. The City agrees with these measures and has enhanced Mitigation Measure 4.7-3 as shown below. These changes are also included in Chapter 3, "Revisions to the Draft EIR." These changes do not alter the conclusions of the Draft EIR

Mitigation Measure 4.7-3, on pages 4.7-34 to 4.7-35, is hereby revised as follows (text additions are shown in underline):

¹ California Department of Transportation. *MUTCD 2003 California Supplement*. May 20, 2004.

Mitigation Measure 4.7-3: Implement Measures to Reduce Project Impacts to Freeway Operations.

- ▶ The project applicants shall implement Mitigation Measure 4.7-1, which requires the project applicants to pay their fair share of the cost for installing a new traffic signal at the Airport Way and SR 120 eastbound ramps intersection.
- ▶ The project applicants shall coordinate with Caltrans to investigate the feasibility of future ramp metering, high occupancy vehicle lanes, and auxiliary lanes in the Traffic Operations Reports that are being prepared for the SR 120/Airport Way and SR 120/Union Road interchanges.
- ▶ The widening of SR 120 from four to six lanes would improve operating conditions of this freeway segment and is identified by the SJCOG Regional Transportation Plan as a Tier 1 improvement; however, this improvement is not currently funded for design or construction. In addition, the SJCOG does not have any funding mechanisms established to collect monies for this improvement. While this improvement would improve operations of this mainline segment to acceptable levels and would reduce the project's impact to a less-than-significant level, it is unknown when this improvement would be implemented. Further, this improvement is not subject to the control of the City or the project applicants and its implementation cannot be guaranteed. Therefore, for purposes of this CEQA analysis, this impact would be significant and unavoidable.

DOT-4 The commenter states that signalization and widening of the ramps will be needed in the near-term to relieve some of the traffic generated by the project. The City and the project applicants will coordinate with Caltrans to identify the appropriate design for the SR 120/Airport Way and SR 120/Union Road interchanges. The City and SJCOG has initiated the preparation of Traffic Operations Reports for the SR 120/Airport Way and SR 120/Union Road interchanges, which will determine the required design to serve full buildout of the City of Manteca General Plan and the planned widening of SR 120 from 4 to 6 lanes (RTP Tier 1 project) by 2020. The on-ramp and off-ramp designs (per Section 405.2 of the Highway Design manual) will provide the necessary deceleration and storage lengths to serve projected morning and evening peak hour volumes.

DOT-5 The commenter states that it is the developer's and the City's responsibility to ensure that the project interchanges would be upgraded to handle future traffic volumes. The Draft EIR appropriately identifies the project's impacts to the SR 120/Airport Way and SR 120/ Union Road interchanges and recommends mitigation to reduce the project's impacts to these intersections. The City acknowledges that improvements to these interchanges will be needed to accommodate projected increases in traffic volumes from new development. As a result, the City of Manteca has initiated preparation of PSRs for the SR 120/Airport Way and SR 120/Union Road interchanges and is collecting traffic impact fees to mitigate local and regional impacts of this and all other developments in the City of Manteca. Under the City's Public Facilities Implementation Plan (PFIP)², development impact fees are collected at or near the time of development and are used to finance the expansion and capacity of public facilities (i.e., water, sewer collection, drainage, and transportation) necessary to accommodate the new demands. Public improvements are timed to ensure the Level of Service targets for each service are reasonably maintained. The PFIP is described in greater detail on page 4.7-16 of the Draft EIR. The project applicants would provide the appropriate development impact fees in compliance with the current PFIP adopted at the time building permits are sought. In addition, the City is working to finalize the funding requirements for the interchanges, and the project applicants will coordinate with the City to identify their fair share cost for the improvements.

² City of Manteca. 1993 (December). *Public Facilities Implementation Plan Report for the City of Manteca*. Prepared by Nolte and Associates.

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

3330 Ad Art Road

Stockton, CA 95208

(209) 943-8666

(800) 735-2929 (TT/TDD)

(800) 735-2922 (Voice)



July 24, 2006

File No.: 265.11045.11485.OLEANDER

Ms. Kathy Wold
City of Manteca
1001 West Center Street
Manteca CA 95337

Dear Ms. Wold:

Thank you for the opportunity to review the Focused Environmental Impact Report (EIR) for the Oleander, Sundance, and Sundance 2 Development Projects located south of State Route 120 (SR-120) and between Airport Way and Union Road (SCH# 2005122079). While the development area is within the City of Manteca, the project will have significant impact on surrounding county roads as well as SR-120, Interstate 5, and State Route 99. The California Highway Patrol (CHP) has the primary responsibility for traffic enforcement on county roads as well as these state highways. These roadways will see an increase in the average daily traffic volumes as a result of this project.

CHP-1

The project plan includes over 230 acres with an anticipated building plan encompassing more than 1,074 dwelling units; four community parks; a Boys and Girls Club facility; commercial land use; and new public roadways. The EIR does indicate an attempt to mitigate the expected increased traffic volumes throughout the project and adjacent roadways by creating new roadways and widening other roadways, thus increasing the number of lanes to help maintain the City of Manteca's Level of Service (LOS) standards for local roadways. As indicated in the report, most of this project's generated traffic will be distributed among the major roadways south of SR-120. The report also notes the potential significant impact this project will have on traffic volume congestion, and emergency access in the area. Therefore, it is important the City of Manteca work closely with the Department of Transportation (Caltrans) as well as the California Highway Patrol in developing long range plans that are beneficial to all the citizens utilizing the highway system.

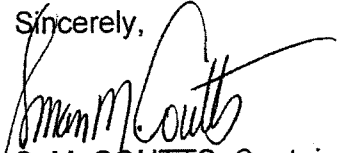
CHP-2

Ms. Kathy Wold
Page 2
July 24, 2006

It is clear the proposed project will create challenges for daily commuters and tax the already busy roadway systems in the area. This development will directly impact the CHP's ability to effectively manage traffic without an increase in resources. This need should be addressed in the project's Environmental Impact Report. Should you have any questions, please feel free to call me or Lieutenant Craig Oliver of my staff at (209) 943-8666.

CHP-3

Sincerely,



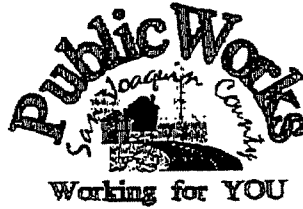
S. M. COUTTS, Captain
Commander
Stockton Area

cc: Special Projects Section

- CHP-1** The commenter states that the project would have a significant impact on surrounding county roads as well as SR 120, Interstate 5, and SR 99, which would sustain an increase in the average daily traffic volumes. The Draft EIR contains a thorough evaluation of the project's transportation impacts in Section 4.7, "Transportation and Circulation. Impacts to local roadways and highways were evaluated in Impact 4.7-2, "Increases in Project-Related Traffic Volumes on Local Roadways," and Impact 4.7-3, "Increases in Project-Related Traffic Volumes on Freeway Operations Resulting in Unacceptable Levels of Service." As described therein, the project would result in less-than-significant impacts to local roadways and would result in potentially significant impacts to the westbound mainline segment of SR 120 between Airport Way and Yosemite Avenue during AM peak hours and the southbound mainline segment of SR 120 between Yosemite Avenue and Airport Way during PM peak hours. While mitigation was recommended that would reduce the project's impacts to a less-than-significant level, it is unknown whether this mitigation would ultimately be implemented because it is not under the jurisdiction of the City. Therefore, for purposes of CEQA, this impact was determined to be a significant and unavoidable impact.
- CHP-2** The commenter states that it is important for the City to work closely with Caltrans and CHP in developing long-range plans that are beneficial to all of the citizens utilizing the highway system. The City agrees with this comment and will appropriately provide notice to Caltrans and CHP regarding the City's long-range traffic planning efforts.
- CHP-3** The commenter states that the Draft EIR should evaluate the project's impacts to CHP resources. The Draft EIR thoroughly evaluates the project's potential traffic-related impacts in Section 4.7, "Transportation and Circulation." The CHP is one of several state agencies that provide services to California residents. The CHP is funded out of the State's general fund. California residents and residents of the proposed Oleander, Sundance, and Sundance 2 developments would pay State taxes that would be allocated to the State General Fund, a portion of which would be used to fund and expand state services such as the CHP. The commenter is not specific regarding the resources (e.g., funding, staff, and new facilities) that could be affected by the project and does not indicate that any new facilities, which could result in environmental impacts, would be required. The funding of CHP operations is not an environmental impact. Therefore, no further response can be provided.



THOMAS R. FLINN
DIRECTOR



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BUSINESS ADMINISTRATOR

August 15, 2006

Ms. Kathy Wold
Planning Manager
City of Manteca
1001 West Center Street
Manteca, California 95337

**SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OLEANDER, SUNDANCE,
AND SUNDANCE 2 DEVELOPMENT PROJECTS**

Dear Ms. Wold:

The San Joaquin County Department of Public Works has reviewed the above mentioned document and has the following comments:

From Transportation Planning:

- | | | |
|--|--|------|
| 1) A County Encroachment Permit will be required for any work or traffic control in the San Joaquin County (County) right-of-way. All final construction staging, lane closure, highway closure, advanced warning signage, and detour plans affecting County roadways shall be submitted with the Encroachment Permit application to Public Works at least 60 days prior to the start of construction for review and approval. | | PW-1 |
| 2) The project shall be subject to the recently adopted Regional Transportation Impact Fee. The City of Manteca (City) shall collect this fee from the applicants. | | PW-2 |
| 3) If any project-related improvements will be located within the unincorporated County, the City shall enter into a cooperative agreement with the County specifying the planning, engineering, and construction. Maintenance of such improvements within the unincorporated County shall be the responsibility of the City and/or the developer(s). | | PW-3 |
| 4) The project's fair share costs for specific impacts to County roadways shall be identified in the project's traffic analysis study and shall be collected by the City. All impacts to County roadways shall be mitigated to the County's Level of Service standard and the County's requirements. | | PW-4 |
| 5) The EIR shall identify timing as well as project triggers for transportation improvements required to serve the project. Limitations on the project's development shall be identified to control the number of permits issued until mitigation measures are completed to trigger additional residential construction. | | PW-5 |

Ms. Kathy Wold
OLEANDER, SUNDANCE, AND SUNDANCE 2
DEVELOPMENT PROJECTS

-2-

- 6) The County requests that it be included in the discussions regarding project impacts to roadways and intersections in the area; due to the size and complexity of this project, there will likely be impacts to County roadways and intersections.

PW-6

From Traffic Engineering:

- 7) Table 2-1: Impact 4.7-5: Prepare and Implement a Construction Traffic Control Plan.
- 8) Please add the following statement: *All roadway damage(s) as a result of construction shall be repaired in similar fashion as stated in the mitigation for monitoring efforts.*

PW-7

Thank you for the opportunity to comment, please contact me at 468-8494 or avallejo@sjgov.org if you have any questions.

Sincerely,



ANDREA VALLEJO
Associate Planner

AV:mk
TP-6H058-M1

c: Thomas K. Okamoto, Senior Civil Engineer
Dwayne B. Sabiniano, Engineering Assistant II
Michael R. Selling, Senior Civil Engineer

- PW-1** The commenter states that a County Encroachment Permit would be required for any work or traffic control in the County's right-of-way. The project applicants would apply for and obtain a County Encroachment Permit if such encroachment is found to be necessary. The permit application would be completed as per the County's requirements and would contain all of the required contents.
- PW-2** The commenter states that the project shall be subject to the recently adopted Regional Transportation Impact Fee. The City of Manteca will collect this fee from the project applicants at the time that building permits are issued.
- PW-3** The commenter states the County's requirements for project-related improvements that would be located within the unincorporated County. As described in the Draft EIR, the project site is located outside of the City of Manteca's city limits, but within the City's Sphere of Influence and the City's Primary Urban Service Boundary. Implementation of the project would require San Joaquin County Local Agency Formation Commission (LAFCO) approval of annexation of the project site to the City of Manteca and various entitlements from the City. Therefore, no project-related improvements would be located within unincorporated San Joaquin County.
- PW-4** The commenter states that the project's fair share costs for impacts to County roadways should be identified and collected by the City, and that all impacts to County roadways shall be mitigated to the County's LOS standard and other County requirements. The Draft EIR thoroughly evaluates the project's potential traffic-related impacts in Section 4.7, "Transportation and Circulation." The LOS standard (i.e., minimum acceptable operations) for intersections in the City of Manteca is LOS C on a city-wide basis, with a minimum acceptable LOS D at individual intersections dependent upon site restraints (see page 4.7-17 of the Draft EIR). San Joaquin County's LOS standard directs that the County maintain an LOS D at all intersections, on state highways, and within a city's sphere of influence (or LOS C when the city plans for that level of service or better); all other County roads must maintain an LOS C.³ The Draft EIR evaluated potential project and cumulative increases in peak-hour volumes at 22 project intersections (see Impact 4.7-1, "Increases in Peak-Hour Traffic Volumes on Regional Roadways Resulting in Unacceptable Levels of Service," and Impact 4.7-4, "Increases in Peak-Hour Traffic Volumes on Regional Roadways Resulting in Unacceptable Levels of Service under Cumulative with Project Conditions (2010)"). As described therein, all County roadways would operate at acceptable levels of service with implementation of the project and recommended mitigation measures (see Mitigation Measure 4.7-4(a) on page 4.7-35 of the Draft EIR). The City, through the adoption and implementation of the MMRP, would collect monies and oversee implementation of recommended improvements. With implementation of these improvements, all County roadways would operate at or above County thresholds of operation.
- PW-5** The commenter states that the EIR should identify timing as well as project triggers for transportation improvements required to serve the project. All of the transportation mitigation measures recommended in the Draft EIR (see Section 4.7.4, "Mitigation Measures") will be compiled into a Mitigation Monitoring and Reporting Program (MMRP), which will be adopted by the City and implemented by the project applicants, under the City's direction. The MMRP specifies timing and appropriate project triggers for implementation of mitigation measures identified in the Draft EIR.

³ San Joaquin County Community Development Department. 1992 (July). San Joaquin County General Plan Volume 1: Policies/Implementation. Amended July 2002. Stockton, CA.

PW-6 The commenter requests that the County be included in the discussions regarding project impacts to roadways and intersections in the area. This comment is noted. The EIR has been provided to the County for their review. For any improvements that would occur within the County’s jurisdiction, the City and the project applicants would coordinate with the County prior to implementation of the improvements.

PW-7 The commenter suggests adding the following statement: *All roadway damage(s) as a result of construction shall be repaired in similar fashion as stated in the mitigation for monitoring efforts.* This statement will be added to Mitigation Measure 4.7-7, “Prepare and Submit for City Approval a Construction Management Plan.” The City agrees with this measure and has enhanced Mitigation Measure 4.7-7 as shown below. This change is also included in Chapter 3, “Revisions to the Draft EIR.” This change does not alter the conclusions of the Draft EIR

Mitigation Measure 4.7-7, on page 4.7-36, is hereby revised as follows (text additions are shown in underline):

Mitigation Measure 4.7-7: Prepare and Submit for City Approval a Construction Management Plan

Prior to the issuance of grading permits, the project applicants 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 garage). 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. All roadway damage(s) as a result of construction shall be repaired in similar fashion as stated in the mitigation for monitoring efforts. 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.



ENVIRONMENTAL HEALTH DEPARTMENT SAN JOAQUIN COUNTY

Donna K. Heran, R.E.H.S.
Director
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304 East Weber Avenue, Third Floor
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Program Coordinators
Carl Borgman, R.E.H.S.
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Margaret Lagorio, R.E.H.S.
Robert McClellon, R.E.H.S.
Jeff Carruesco, R.E.H.S.
Kasey Foley, R.E.H.S.

July 25, 2006

Kathleen Wold, Planning Manager
City of Manteca
Community Development Department
1001 West Center Street
Manteca, California 95337

RE: PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OLEANDER, SUNDANCE, AND SUNDANCE 2 DEVELOPMENT PROJECTS

The San Joaquin County Environmental Health Department requests the following comments be added to the above project for consideration:

- | | |
|--|------|
| 1. Any existing onsite sewage disposal systems, and/or individual wells to be abandoned, shall be destroyed under permit and inspection by the Environmental Health Department. | EH-1 |
| 2. Inquiry should be made regarding the possible burial of cows on the dairy properties. If it is ascertained that cows were disposed of by burial on these properties, the remains should be located, removed, and disposed of in a legal manner. | EH-2 |
| 3. The Environmental Health Department recommends that the applicant(s) complete the mitigation measures proposed in the Environmental Site Assessments for Sundance, Sundance 2, and Oleander Estates prior to recordation of the Final Maps. | EH-3 |

Should you have any questions or need further assistance please call Greg Oliveira, Lead Senior R.E.H.S., at (209) 468-3854.

Donna Heran, R.E.H.S., Director

Mike Huggins, Supervising R.E.H.S., R.D.I., Program Coordinator
Environmental Health Department

MH:tl

- EH-1** The commenter states that any on-site sewage disposal systems and individual wells to be abandoned should be destroyed under permit and inspection by the County's Environmental Health Department. The project applicants will implement Mitigation Measure HAZARD 3, "Prepare a Site Plan that Identifies Remediation Activities," as listed in Table 2-1 of the Draft EIR. This measure requires the project applicants to prepare a site plan that identifies any necessary remediation activities appropriate for proposed land uses, including excavation and removal of on-site contaminated soils. Additionally, the site plan would include procedures for decommissioning any existing on-site sewage disposal systems and individual wells, as per the County's Environmental Health Department.
- EH-2** The commenter suggests that inquiry be made regarding the possible burial of cows on the former dairy properties and that the remains be located, removed, and disposed of in a legal manner. See response to comment EH-1. The City and project applicants have no knowledge of any past animal burying activities that have occurred at the project site. While a former dairy operated at the project site, it was not common practice to bury deceased animals at the site of operations. When deceased animals need to be buried, they are typically hauled away by a licensed operator to appropriate off-site disposal facilities (e.g., landfill). The commenter offers no evidence that buried animals exist at the site and the City and the project applicants have no knowledge of such burials. The Draft EIR recommends appropriate mitigation (Mitigation Measure HAZARD 3) that would appropriately handle any potential contaminated soils or other hazards at the project site. Therefore, in the event that previously unknown buried animals are discovered on the project site, they would be appropriately handled and disposed of in accordance with San Joaquin County Environmental Health Department standards.
- EH-3** The commenter recommends that the project applicants complete the mitigation measures proposed in the Environmental Site Assessment prepared for the proposed project prior to recordation of Final Maps. It appears the commenter is referring to Mitigation Measure HAZARD 1, which requires the project applicants to prepare appropriate environmental site assessments and implement specific measures within those documents. As described in the mitigation measures, the project applicants would be required to prepare these reports and implement recommended measures prior to the demolition of any on-site structures. All of the mitigation measures recommended in the Draft EIR will be compiled into an MMRP, which will be adopted by the City and implemented by the project applicants, under the City's direction. The MMRP specifies timing and appropriate project triggers for implementation of mitigation measures identified in the Draft EIR.

August 14, 2006

Reference No. C200601561

Kathleen Wold
City of Manteca
Community Development
1001 West Center Street
Manteca, CA 95337

Subject: Oleander, Sundance, and Sundance 2 Development Projects Draft Focused Environmental Impact Report (SCH# 2005122079)

Dear Ms. Wold:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The District concurs with the Draft Environmental Impact Report (DEIR) that the Oleander, Sundance and Sundance 2 Development Projects may produce emissions that exceed the District's Thresholds of Significance. Section 4.3 Air Quality of the DEIR adequately describes the regulatory environment and existing air quality conditions, addresses short-term, long-term and cumulative effects on air quality, discusses applicable District regulations, and identifies mitigation measures to reduce air emissions. However, the Air Quality Analysis (AQA) provided in Appendix B contains some minor errors that would not change the conclusion of the analysis but should be corrected to improve the accuracy.

Air-1

- A number of default setting were revised that impact project emissions and the benefits of mitigation measures selected. These changes need to be justified and documented as part of the project to include them in analysis. For example, the District's approved emission factors for architectural coatings for residential and non-residential uses are 0.00602 and 0.0116, respectively. Also, mitigation measures cannot be chosen if they are recommended, but cannot be committed to at the time of the DEIR; for example, Phase 2 Off-Road Diesel Exhaust should not be chosen, as the construction fleet is unknown at this time unless a mechanism to ensure compliance is included in the document.

Air-2

- Three development projects are discussed in the DEIR. However, the AQA was performed as if they were one project. Per District Rule 9510 (Indirect Source Review) construction, area and operational emissions need to be quantified for each project. Preliminary analysis indicates two projects (Oleander and Sundance) would generate ROG & NOx emissions that exceed the District's thresholds of significance, while Sundance 2 would not generate significant emissions. Compliance with Rule 9510 will reduce the impacts of the Oleander and Sundance developments by the percentages required by the rule. This may reduce the impact to a level that is less-than-significant.

Air-3

Several Valley developers have entered into voluntary Air Quality Mitigation Contracts with the District to reduce emissions beyond the requirements of Rule 9510 in order to strengthen the case that they have fully mitigated the cumulative ozone and PM10 impacts of their projects to a less-than-significant level. These Voluntary Mitigation Contracts require the District and the applicant to quantify operational emissions, and identify all feasible on-site mitigation to reduce the proposed project's net impact on air quality. The developer commits to providing funding on a per-ton of emissions basis to the District to

Air-4

purchase emission reductions through its grant and incentive programs to fully mitigate the net emissions. The District commits to reduce the net emissions and to manage and monitor the emission reduction projects over time.

Air-4
Cont'd

If you have any questions or require further information, please call me at (559) 230-5818 or Mr. Dave Mitchell, Planning Manager, at (559) 230-5807 and provide the reference number at the top of this letter.

Sincerely,

Jessica R. Willis
Air Quality Specialist
Central Region

c: file

- Air-1** The commenter expresses SJVAPCD's concurrence with the Draft EIR's air quality analysis regarding project emissions exceeding SJVAPCD's thresholds of significance, but also notes that the air quality analysis provided in Appendix B of the Draft EIR contains some minor errors that would not change the conclusion of the analysis, but should be corrected to improve the accuracy. See responses to comments Air-2 and Air-3, below.
- Air-2** The commenter points out some inaccuracies in the air quality modeling methodology and advises that these be justified and documented. The air quality modeling that was performed for this project was completed before SJVAPCD revised its recommended methodologies contained in its *Guide for Assessing and Mitigating Air Quality Impacts*⁴ in March 2006; however, the Draft EIR was released for public and agency review and comment in June 2006, after SJVAPCD's revised methodologies were in place. As such, and in response to this comment, the project's potential emissions were recalculated using SJVAPCD's revised recommended methodologies⁵ and the results are provided in Appendix A of this document. Modeled construction emissions of NO_x are predicted to equal 10 tons per year, which is also the threshold of significance for that pollutant. Therefore, the conclusions of the Draft EIR would not change. The Draft EIR concluded that the project's construction emissions impact would be significant (see Impact 4.3-1, "Increases in Regional Criteria Pollutants during Construction"). Mitigation Measure 4.3-1, "Comply with Applicable Requirements of SJVAPCD Regulation VIII (Fugitive Dust Prohibitions)," is recommended to reduce this impact to a less-than-significant level. This mitigation would also reduce impacts related to NO_x emissions through the following:
- ▶ Use of alternative fueled or catalyst equipped diesel construction equipment, where reasonable available, such as equipment capable of using biodiesel or emulsified fuel.
 - ▶ When not in use, on-site equipment shall not be left idling.
 - ▶ Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use at any one time.
 - ▶ Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).
 - ▶ Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways or on Spare the Air Days.
 - ▶ Before construction contracts are issued, the project applicants shall perform a review of new technology, as it relates to heavy-duty equipment, to determine what (if any) advances in emissions reductions are available for use and are economically feasible. Construction contract and bid specifications shall require contractors to utilize the available and economically feasible technology on an established percentage of the equipment fleet. It is anticipated that in the near future both NO_x and PM₁₀ control equipment will be available. The SJVAPCD shall be consulted with on this process.

⁴ SJVAPCD. 2002 (January). *Guide for Assessing and Mitigating Air Quality Impacts*. Fresno, CA.

⁵ SJVAPCD. 2006. *Indirect Source Review Program Information*. Available <http://www.valleyair.org/General_info/ISRLoader.htm>. Last updated July 26, 2006. Accessed September 2006.

Therefore, with implementation of recommended mitigation the project's construction-related emission impact would be less-than-significant.

- Air-3** The commenter states that the air quality analysis was performed for one project; whereas it should have been performed for three so that the emissions could be quantified for each project. Although there are three distinct development proposals (Oleander, Sundance, and Sundance 2), they were proposed as a single "project" and were evaluated under CEQA as such. Further, the purpose of the air quality analysis under CEQA is to compare and disclose the project's potential emissions to the significance thresholds as accurately as possible at the time the document is prepared. While evaluation of three distinct projects would identify individual emissions from each development, it would not provide an accurate (or worst-case) evaluation of the emissions that would be generated by the simultaneous construction of all three projects at the same time. Prior to issuance of grading permits for the project, the project applicants would coordinate with SJVAPCD regarding compliance with Indirect Source Review requirements.
- Air-4** The commenter notes that several valley developers have entered into voluntary air quality mitigation contracts with SJVAPCD to reduce emissions from their projects. The comment is noted. The Draft EIR identifies mitigation measures to reduce the project's potential emissions. All of the mitigation measures identified in the Draft EIR will be compiled into the MMRP, which will be adopted by the City and implemented by the project applicants, under the City's direction.



Land Services, 4040 West Lane, Stockton, CA 95204

August 10, 2006

City of Manteca
c/o Community Development Dept.
Planning Division
1001 West Center Street
Manteca, CA 95337
Attn: Kathy Wold
fax: 209-825-2349

RE: Draft Environmental Impact Report (DEIR)
For: The Oleander, Sundance, and Sundance II development project
Loc: along SR 120 corridor- I-5 to the west, SR 120 to the north,
SR 99 to the east, in Manteca
PG&E File : 2006-WL542- 40618523, 40138970

Dear Ms. Wold,

Thank you for this opportunity to comment on this Draft Environmental Impact Report (DEIR) for the above Project. PG&E has the following comments to offer:

Generally, PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The following is a brief description of Pacific Gas and Electric Company's (PG&E) facilities required to serve the project area.

PG&E-1

PG&E ELECTRIC SERVICE REQUIREMENTS

- An existing 60 kilovolt (kV) pole line is located along Union Road at the easterly portion of your project area. Subsequently, within the electric transmission ROW, provisions will be made to allow for the installation of overhead and underground electric distribution lines as required.
- Along all roadways throughout the entire project, 15-foot-wide public utility easements will be required on both sides of each road for the installation of electric distribution feeders along with other utilities as required.

PG&E GAS SERVICE REQUIREMENTS

- An existing 24" transmission line is located along Woodward Avenue within your project area; and another existing 16" transmission line is located midway between Union Road and Airport Way going south from the aforesaid 24" gas transmission line in Woodward Avenue through the project area. Subsequently, within the gas transmission RW, provisions will be made to allow for the installation of underground gas distribution lines as required.
- Gas distribution mains and services.
- Above ground features include vertical pipeline markers as well as valve frame and covers which are at the ground surface level.
- All gas facilities, including an existing Distribution Regulator Station (MAHP-49 @ L-108) located on Woodward Avenue- midway between Union Rd. and Oleander Rd., will require 24-hour all-weather access for maintenance and operations.
- Along all roadways throughout the entire project, 15-foot-wide public utility easements will be required on both sides of each road for the installation of gas distribution feeders along with other utilities as required.

Future analysis will also include studies indicating the need for any potential upgrades or additions to accommodate additional load on the gas system including facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

The process of permit requirements for Utility Companies can add delays for development projects. Therefore we recommend the developer contact all of the utility companies to discuss the permit requirements of this development.

PG&E-1
Cont'd

The developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, the developers should be encouraged to consult with PG&E as early in their 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 California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

Continued development consistent with City of Manteca's General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

It is recommended that environmental documents for proposed development projects include adequate evaluation of cumulative impacts of utility systems, the utility facilities necessary to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the City of Manteca to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

PG&E-1
Cont'd

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

PG&E-1
Cont'd

Again, thank you for the opportunity to make comments on this Draft Environmental Impact Report (DEIR) for the Oleander, Sundance, and Sundance II Development Project. If you, the developer or anyone has any questions or concerns, please contact me on (209) 942-1419.

Sincerely,



Alfred Poon
Land Agent
Land Rights Protection
Northern Area
External: (209) 942-1419
Fax: (209) 942-1485

PG&E-1

The commenter discusses various topics related to PG&E services at the project site, including providing adequate access and easements along utility infrastructure, complying with permit requirements of utility companies, responsibility for utility relocation costs, and the need for early consultation with PG&E. During design review for the project, the project applicants would coordinate with local utility providers (including PG&E) to identify the necessary improvements and access easements for proposed utility infrastructure. In general, these are not environmental issues that would require evaluation under CEQA. Rather, they are part of the project design and construction processes and will be appropriately addressed during design review for the project.

Regarding the commenter's cumulative impact comment, the City of Manteca General Plan EIR⁶ found that buildout of the General Plan Study Area, including the project area, would require expanded energy sources and infrastructure for expanded urban development, resulting in a potentially significant impact (see Impact PFS-7 in the City's General Plan EIR). Mitigation, in the form of goals, policies, and implementation measures, were provided to help reduce the amount of energy and infrastructure needed to serve new urban development in the City of Manteca, but not to a less-than-significant level. Thus, the impact was found to be significant and unavoidable. The project's impacts to utility services were determined to be less-than-significant (see Initial Study, Appendix A of the Draft EIR) because all appropriate facilities would be provided at the project site by the project applicants. Therefore, the project's cumulative impact to utility resources would be less than significant.

⁶ City of Manteca. 2003 (October 6). *Manteca General Plan 2023 Draft Environmental Impact Report*. Prepared by Wade Associates. Manteca, CA.

3 REVISIONS TO THE DRAFT EIR

Changes to the text of the Draft EIR that are made in response to comments are shown with a line through the text that has been deleted (~~strikeout~~) or underline where new text has been added.

SECTION 4.7, TRANSPORTATION AND CIRCULATION

PAGE 4.7-34 TO -35

Mitigation Measure 4.7-3, “Implement Measures to Reduce Project Impacts to Freeway Operations,” was modified by adding the text as follows (Comment DOT-3):

Mitigation Measure 4.7-3: Implement Measures to Reduce Project Impacts to Freeway Operations.

- ▶ The project applicants shall implement Mitigation Measure 4.7-1, which requires the project applicants to pay their fair share of the cost for installing a new traffic signal at the Airport Way and SR 120 eastbound ramps intersection.
- ▶ The project applicants shall coordinate with Caltrans to investigate the feasibility of future ramp metering, high occupancy vehicle lanes, and auxiliary lanes in the Traffic Operations Reports that are being prepared for the SR 120/Airport Way and SR 120/Union Road interchanges.
- ▶ The widening of SR 120 from four to six lanes would improve operating conditions of this freeway segment and is identified by the SJCOG Regional Transportation Plan as a Tier 1 improvement; however, this improvement is not currently funded for design or construction. In addition, the SJCOG does not have any funding mechanisms established to collect monies for this improvement. While this improvement would improve operations of this mainline segment to acceptable levels and would reduce the project’s impact to a less-than-significant level, it is unknown when this improvement would be implemented. Further, this improvement is not subject to the control of the City or the project applicants and its implementation cannot be guaranteed. Therefore, for purposes of this CEQA analysis, this impact would be significant and unavoidable.

PAGE 4.7-36

Mitigation Measure 4.7-7, “Prepare and Submit for City Approval a Construction Management Plan,” was modified by adding the text as follows (Comment PW-7):

Mitigation Measure 4.7-7: Prepare and Submit for City Approval a Construction Management Plan

Prior to the issuance of grading permits, the project applicants 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 garage). 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. All roadway damage(s) as a result of construction shall be repaired in similar fashion as stated in the mitigation for monitoring efforts. 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 REPORT PREPARATION

CITY OF MANTECA

Kyle KollarDirector of Community Development
Kathy Wold Planning Manager

EDAW

Gary Jakobs, AICP Principal-in-Charge
Amanda Olekszulín Project Manager
Sarah HenningsenAssistant Project Manager
John HopeEnvironmental Analyst
Charlane GrossEnvironmental Analyst
Brian Ludwig, Ph.DSenior Archaeologist
Richard Deis Cultural Resources Specialist
Angel Tomes Cultural Resources Specialist
Anne KingSenior Biologist
Honey Walters Senior Air Quality and Noise Specialist
Heather Phillips Air Quality and Noise Specialist
Brian Perry Graphics
Lorrie Jo Williams Graphics
Debby Jew Document Processing
Gayiety Lane Document Processing
Amber Martin Document Processing

APPENDIX A

AIR QUALITY MODELING OUTPUT

**(Recalculated Based on SJVAPCD Revised
Recommended Methodologies)**

CONSTRUCTION EMISSIONS

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Oleander Sundance\Oleander Sundance Con
Project Name: Oleander Sundance Construction
Project Location: San Joaquin Valley
Off-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

CONSTRUCTION EMISSION ESTIMATES

Table with 7 columns: ROG, NOx, CO, SO2, PM10 TOTAL, PM10 EXHAUST, PM10 DUST. Row: ** 2006 ** Totals (tpy, unmitigated) with values 1.83, 10.00, 10.37, 0.01, 6.35, 0.43, 5.92.

AREA SOURCE EMISSION ESTIMATES

Table with 6 columns: ROG, NOx, CO, SO2, PM10. Row: Totals (tpy, unmitigated) with values 2.34, 0.46, 6.16, 0.02, 0.92.

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

Table with 6 columns: ROG, NOx, CO, SO2, PM10. Row: Totals (tpy, unmitigated) with values 2.08, 2.46, 24.82, 0.02, 1.47.

TOTAL OF AREA AND OPERATIONAL EMISSION ESTIMATES

Table with 6 columns: ROG, NOx, CO, SO2, PM10. Row: Totals (tpy, unmitigated) with values 4.42, 2.92, 30.99, 0.04, 2.39.

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Oleander Sundance\Oleander Sundance Con
 Project Name: Oleander Sundance Construction
 Project Location: San Joaquin Valley
 1-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Tons/Year)

Construction Start Month and Year: January, 2006
 Construction Duration: 11
 Total Land Use Area to be Developed: 50 acres
 Maximum Acreage Disturbed Per Day: 12.5 acres
 Single Family Units: 150 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 0

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (tons/year)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Ignitive Dust	-	-	-	-	0.13	-	0.13
Off-Road Diesel	0.01	0.06	0.08	-	0.00	0.00	0.00
On-Road Diesel	0.02	0.48	0.09	0.01	0.01	0.01	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	0.03	0.54	0.17	0.01	0.14	0.01	0.13
Phase 2 - Site Grading Emissions							
Ignitive Dust	-	-	-	-	5.78	-	5.78
Off-Road Diesel	0.42	2.84	3.33	-	0.12	0.12	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.01	0.09	0.00	0.00	0.00	0.00
Total tons/year	0.42	2.85	3.42	0.00	5.90	0.12	5.78
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.80	6.44	5.73	-	0.30	0.30	0.00
Bldg Const Worker Trips	0.07	0.04	0.82	0.00	0.01	0.00	0.01
Arch Coatings Off-Gas	0.47	-	-	-	-	-	-
Arch Coatings Worker Trips	0.01	0.00	0.09	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.01	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.02	0.09	0.13	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.04	0.01	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons/year	1.38	6.61	6.78	0.00	0.31	0.30	0.01
Total all phases tons/yr	1.83	10.00	10.37	0.01	6.35	0.43	5.92

Phase 1 - Demolition Assumptions
 Start Month/Year for Phase 1: Jan '06
 Phase 1 Duration: 0.5 months
 Building Volume Total (cubic feet): 615701.4
 Building Volume Daily (cubic feet): 55815
 On-Road Truck Travel (VMT): 3102

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions
 Start Month/Year for Phase 2: Jan '06
 Phase 2 Duration: 1.1 months
 On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
6	Crawler Tractors	143	0.575	8.0
1	Graders	174	0.575	8.0
4	Off Highway Trucks	417	0.490	8.0
3	Rubber Tired Loaders	165	0.465	8.0
1	Scrapers	313	0.660	8.0
3	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
 Start Month/Year for Phase 3: Feb '06
 Phase 3 Duration: 9.4 months
 Start Month/Year for SubPhase Building: Feb '06
 SubPhase Building Duration: 9.4 months
 Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Other Equipment	190	0.620	8.0

Start Month/Year for SubPhase Architectural Coatings: Nov '06
SubPhase Architectural Coatings Duration: 0.9 months
Start Month/Year for SubPhase Asphalt: Nov '06
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 7.5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Rollers	114	0.430	8.0

changes made to the default values for Land Use Trip Percentages

changes made to the default values for Construction

Site Grading Fugitive Dust Emission Rate changed from 10 to 38.2
Architectural Coatings: # ROG/ft2 (residential) changed from 0.0185 to 0.0013
Architectural Coatings: # ROG/ft2 (non-res) changed from 0.0185 to 0.0013
Phase 2 mitigation measure Soil Disturbance:
has been changed from off to on.
Phase 2 mitigation measure Off-Road Diesel Exhaust:
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust:
has been changed from off to on.
Phase 3 mitigation measure Off-Road Diesel Exhaust:
has been changed from off to on.

changes made to the default values for Area

the landscape year changed from 2005 to 2013.
the residential Arch. Coatings ROG emission factor changed from 0.0185 to 0.00602.
the nonresidential Arch. Coatings ROG emission factor changed from 0.0185 to 0.0116.

changes made to the default values for Operations

the pass by trips option switch changed from off to on.
the light auto percentage changed from 54.7 to 51.36.
the light truck < 3750 lbs percentage changed from 15.2 to 22.32.
the light truck 3751-5750 percentage changed from 16.2 to 16.25.
the med truck 5751-8500 percentage changed from 7.3 to 6.43.
the lite-heavy truck 8501-10000 percentage changed from 1.1 to 0.17.
the lite-heavy truck 10001-14000 percentage changed from 0.3 to .04.
the med-heavy truck 14001-33000 percentage changed from 1.0 to .73.
the heavy-heavy truck 33001-60000 percentage changed from 0.9 to .59.
the urban bus percentage changed from 0.2 to .11.
the motorcycle percentage changed from 1.6 to 1.27.
the school bus percentage changed from 0.1 to .02.
the motorhome percentage changed from 1.4 to .71.
the operational emission year changed from 2005 to 2010.
the paved road silt loading factor changed from 0.1 to 0.031.

OPERATIONAL EMISSIONS

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Oleander Sundance\Oleander Sundance Ope
Project Name: Oleander Sundance Operational
Project Location: San Joaquin Valley
1-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	16.85	3.43	44.39	0.15	6.56

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	16.28	18.66	187.74	0.13	11.02

TOTALS OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	33.12	22.09	232.14	0.28	17.58

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Oleander Sundance\Oleander Sundance Ope
Project Name: Oleander Sundance Operational
Project Location: San Joaquin Valley
1-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

REA SOURCE EMISSION ESTIMATES (Tons per Year, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.20	2.59	1.16	0.00	0.00
Hearth	5.01	0.79	40.12	0.13	6.54
Landscaping	0.39	0.05	3.12	0.02	0.01
Consumer Prdcts	9.59	-	-	-	-
Architectural Coatings	1.66	-	-	-	-
TOTALS (tpy, unmitigated)	16.85	3.43	44.39	0.15	6.56

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
single family housing	13.56	15.83	159.73	0.11	9.46
elementary school	0.52	0.58	5.78	0.00	0.33
city park	0.03	0.00	0.00	0.00	0.00
strip mall	2.16	2.25	22.23	0.01	1.23
TOTAL EMISSIONS (tons/yr)	16.28	18.66	187.74	0.13	11.02

includes correction for passby trips.
does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
single family housing	229.89	8.60 trips/dwelling unit	1,074.00	9,236.40
elementary school		23.40 trips/1000 sq. ft.	20.00	468.00
city park		0.00 trips/acres	19.19	0.00
strip mall		38.40 trips/1000 sq. ft.	57.50	2,208.00
Sum of Total Trips			11,912.40	
Total Vehicle Miles Traveled			80,557.07	

Vehicle Assumptions:

Vehicle Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.36	1.10	98.70	0.20
Light Truck < 3,750 lbs	22.32	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.25	1.20	98.10	0.70
Med Truck 5,751- 8,500	6.43	1.40	95.90	2.70
Light-Heavy 8,501-10,000	0.17	0.00	81.80	18.20
Med-Heavy 10,001-14,000	0.04	0.00	66.70	33.30
Med-Heavy 14,001-33,000	0.73	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.59	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.11	0.00	50.00	50.00
Motorcycle	1.27	68.80	31.20	0.00
School Bus	0.02	0.00	0.00	100.00
Motor Home	0.71	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
of Trips - Residential	32.9	18.0	49.1			
of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0
City park				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0

anges made to the default values for Land Use Trip Percentages

re Trip Rate and/or Acreage values for Single family housing
ave changed from the defaults 9.57/358. to 8.6/229.89

anges made to the default values for Area

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