

TERRA RANCH SUBDIVISION

FINAL ENVIRONMENTAL IMPACT REPORT

SCH# 2010072054



MARCH 2011



FINAL ENVIRONMENTAL IMPACT
REPORT

Terra Ranch Subdivision

State Clearinghouse # 2010072054

Lead Agency:

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

Contact:
Mandy Kang
Assistant Planner
(209) 456-8518

Prepared By:

Raney
1501 Sports Drive
Sacramento, CA 95834
(916) 372-6100

Contact:
Tim Raney, AICP
President

Rod Stinson
Division Manager

March 2011

TABLE OF CONTENTS

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>PAGE</u>
1. INTRODUCTION AND LIST OF COMMENTERS.....	1-1
1.0 INTRODUCTION	1-1
1.1 BACKGROUND.....	1-1
1.2 ORGANIZATION OF THE FINAL EIR	1-2
1.3 LIST OF COMMENTERS	1-2
1.4 RECIRCULATION	1-3
2. REVISIONS TO THE DRAFT EIR TEXT	2-1
2.0 INTRODUCTION.....	2-1
2.1 DESCRIPTION OF TEXT CHANGES	2-1
3. RESPONSES TO COMMENTS.....	3-1
3.0 INTRODUCTION.....	3-1
4. MITIGATION MONITORING AND REPORTING PLAN.....	4-1
4.0 INTRODUCTION.....	4-1
4.1 COMPLIANCE CHECKLIST	4-1
4.2 MITIGATION MONITORING AND REPORTING PLAN.....	4-2

1. INTRODUCTION AND LIST OF COMMENTERS

1

INTRODUCTION AND LIST OF COMMENTERS

1.0 INTRODUCTION

This Final Environmental Impact Report (Final EIR) contains public and agency comments received during the public review period of the Terra Ranch Subdivision Draft Environmental Impact Report (Draft EIR). This document has been prepared by the City of Manteca, as lead agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines Section 15132. The Introduction and List of Commenters chapter of the Final EIR discusses the background and organization of the Draft EIR, and lists the comment letters received.

1.1 BACKGROUND

The Terra Ranch Subdivision Draft EIR contains the following environmental analysis chapters:

- Aesthetics;
- Agricultural Resources;
- Air Quality and Climate Change;
- Biological Resources;
- Cultural Resources;
- Geology, Soils, and Seismicity;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Transportation, Traffic, and Circulation; and
- Public Services and Utilities.

In order to solicit public input on the Draft EIR, the City of Manteca released a Notice of Preparation (NOP) for the Draft EIR for a 30-day review from July 21, 2010 to August 19, 2010. In addition, a public scoping meeting was held on August 10, 2010 for further discussion and comments regarding the scope of the Draft EIR. A Notice of Availability of the Draft EIR was distributed from November 15, 2010 to December 29, 2010 to applicable public agencies, responsible agencies, and interested individuals. In addition, a public meeting before the Planning Commission was held on December 14, 2010 in order to receive verbal comments on the Draft EIR. Copies of the document were made available at the public counter of the City of Manteca Community Development Department, located at 1001 West Center Street, Manteca, CA, 95337.

1.2 ORGANIZATION OF THE FINAL EIR

The Final EIR is organized into the following chapters:

1. Introduction and List of Commenters

Chapter 1 provides an introduction and overview of the document, describing the background and organization of the Final EIR. Chapter 1 also provides a list of commenters who submitted letters in response to the Draft EIR.

2. Revisions to the Draft EIR Text

Chapter 2 is intended to summarize changes made to the Draft EIR text either in response to comment letters or minor staff-initiated edits that do not change the intent or content of the analysis or effectiveness of mitigation measures.

3. Responses to Comments

Chapter 3 presents all of the comment letters received and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1.

4. Mitigation Monitoring and Reporting Plan

The Mitigation Monitoring and Reporting Plan (MMRP) in Chapter 4 includes a description of the requirements of CEQA and a table containing all the mitigation measures prescribed in the Draft EIR. The intent of the MMRP is to prescribe and enforce the proper and successful implementation of the mitigation measures as identified within the Draft EIR for the Terra Ranch Subdivision project.

1.3 LIST OF COMMENTERS

The City of Manteca received eight (8) comment letters during the open comment period on the Draft EIR for the proposed project. It should be noted that verbal comments were not submitted during the December 14, 2010 public comment meeting. The comment letters were authored by the following representatives of local agencies, groups, and/or other interested parties:

- Letter 1 J.E. Dial, Captain, California Highway Patrol
- Letter 2 Tom Dumas, California Department of Transportation
- Letter 3 Roger Leatherman, Pacific Gas and Electric
- Letter 4 Rodney Estrada, San Joaquin County Environmental Health Department
- Letter 5 Arnaud Marjollet, San Joaquin Valley Air Pollution Control District
- Letter 6 Scott Morgan, Director, State Clearinghouse and Planning Unit
- Letter 7 Nomellini, Grilli, & McDaniel (for Reclamation District 17)
- Letter 8 Ronald Cheek, RLC Associates

1.4 RECIRCULATION

The CEQA Guidelines Section 15088.5(a) require recirculation of an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review, but before certification. New information is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project’s proponents have declined to implement. CEQA Guidelines Section 15088.5(a)(1) through (4) state that “significant new information” requiring recirculation include a disclosure showing the following:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it; and/or
- (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Because this Final EIR does not result in the identification of any new significant environmental impacts, a substantial increase in the severity of an environmental impact, or disclosure showing any of the above, this Final EIR does not contain “significant new information,” and recirculation of the Draft EIR is not required prior to approval.

2. REVISIONS TO THE DRAFT EIR TEXT

2

REVISIONS TO THE DRAFT EIR TEXT

2.0 INTRODUCTION

This chapter presents all of the revisions made to the Draft EIR as a result of either staff initiated changes or in response to comments received. New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft EIR. In addition, the revised project application necessitates certain changes to the Draft EIR, which are principally laid out in Table 2-1, Summary of Impacts and Mitigation Measures, below.

2.1 DESCRIPTION OF TEXT CHANGES

NOTE: New text is double underlined; deleted text is ~~struck through~~.

2. EXECUTIVE SUMMARY

As a result of public comment on the Draft EIR, pages 2-11, 2-16, and 2-43 of Table 2-1, in the Executive Summary chapter of the Draft EIR are hereby revised as shown on pages 2-2 through 2-4.

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 Aesthetics			
4.1-1 Substantial adverse effect on a scenic vista.	LS	None required.	N/A
4.1-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	LS	None required.	N/A
4.1-3 Impacts to the existing visual character or quality of the site and the site's surroundings.	PS <u>LS</u>	~~4.1-3 Prior to issuance of building permits, the applicant shall submit a site plan and designs for review and approval of Community Development Director.~~ None required.	~~LS~~ <u>N/A</u>
4.1-4 Impacts associated with new sources of light and glare.	PS	4.1-4 ~~Prior to issuance of building permits, the applicant shall submit an Improvement Plan for review and approval of the Public Works Department and the Engineering Department. The improvement shall include, but not limited, directionally shielded street lighting.~~ <u>Prior to Improvement Plan approval, the Improvement Plans shall show directionally shielded street lighting within the proposed project site that will be installed per City standards, as provided by the Public Works Department, Engineering Division.</u>	LS
4.1-5 Cumulative aesthetic impacts associated with development of the project.	LS	None required.	N/A

N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; SU = Significant and Unavoidable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.3-4 Impacts related to the cumulative effects of the proposed project on air quality.	PS	4.3-4 Implement Mitigation Measure 4.3-1(c).	LS
4.3-5 Cumulative impacts related to GHG emissions and climate change.	PS	4.3-5 Prior to recordation of Final Map, the applicant shall ~~provide to the San Joaquin Valley Air Pollution Control District (SJVAPCD) prepare~~ a Greenhouse Gas (GHG) Mitigation Plan. The GHG Mitigation Plan shall specify the Best Performance Standards (BPS) to be utilized by the project as well as any other mitigation included to reduce GHG emissions (e.g., the requirements within Mitigation Measure 4.3-3[b]) such that either the BPS estimated CO ₂ equivalent point reduction equals at least 29 percent or the project's estimated emissions are reduced to 5,931.92 tons of CO ₂ per year. ~~Proof of SJVAPCD approval of t~~ The GHG Mitigation Plan shall be provided to the Planning Division for review and approval.	LS
4.2 Biological Resources			
4.4-1 Impacts to special-status plant species.	LS	None required.	N/A
4.4-2 Impacts to Swainson's hawk.	PS	4.4-2(a) Prior to issuance of a grading permit, the applicant shall submit proof of payment of all San Joaquin Multi-Species Habitat Conservation and Open Space Plan Fees, for review and approval of the Planning Department. The SJMSCP fees shall include, but are not limited to, Swainson's hawk foraging habitat fees based upon the	LS

N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; SU = Significant and Unavoidable

**TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>The following improvements would be necessary to accommodate the cumulative volumes:</i> • Construct loop on-ramps; • Widen overcrossing to include two northbound and three southbound lanes; • Widen SR 120 EB and WB off-ramps to include two left-turn lanes and two right-turn lanes; • Re-stripe the Airport Way/Daniels Street intersection to include a third SB through lane and an exclusive NB right-turn lane; and • Re-stripe the EB Daniels Street approach to include left, shared, left/through, and two right-turn lanes with right-turn overlap phasing.	
4.11-9 The proposed project could cause potentially significant impacts to freeway facilities.	S	4.11-9 Implement Mitigation Measure 4.11-4 <u>3</u> (Pay RTIF).	SU
4.11-10 The proposed project could cause potentially significant impacts to CMP roadway segments.	LS	None required.	N/A
4.3 Public Services and Utilities			
4.12-1 Impacts related to adequate water supply and delivery for the proposed project.	LS	None required.	N/A
4.12-2 Impacts related to increased demand for wastewater	LS	None required.	N/A

N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; SU = Significant and Unavoidable

3. PROJECT DESCRIPTION

The bottom of page 3-4 in Chapter 3, Project Description, of the Draft EIR, is hereby revised as follows:

The proposed ~~209~~ 212 single-family residential homes would surround the park. The ~~209~~ 212 single-family lots would range from 6,420 square feet to 13,100 square feet.

Figure 3-3 on page 3-5 of Chapter 3, Project Description, of the Draft EIR shall hereby be replaced as shown on page 2-6. In addition, Figure 3-4 on page 3-7 of Chapter 3, Project Description, of the Draft EIR shall hereby be replaced as shown on page 2-7. Furthermore, the site plan for the High Density Residential portion of the proposed project has now been submitted; therefore, Figure 3-5 is hereby added to the Draft EIR, as shown on Page 2-8.

The first sentence of the third paragraph on page 3-8 in Chapter 3, Project Description, of the Draft EIR, is hereby revised as follows:

Construction of the proposed project would require grading of the site for proposed roads and building pads, trenching for water, sewer, and storm drainage improvements, and the construction of ~~209~~ 212 single-family homes and a 200-unit apartment complex.

The second paragraph on page 3-9 of the Draft EIR, Chapter 3, Project Description, is hereby revised as follows:

Approval of the proposed Tentative Map is required in order to subdivide the approximately 74.5-acre site into ~~209~~ 212 R-1 lots, a 10-acre R-4 lot, a 5.55-acre park (which would also be utilized as a stormwater detention basin), and a 2.8-acre green belt/park in the southern portion of the project site adjacent to the existing dry levee (See Figure 3-3).

Page 3-9 of Chapter 3, Project Description, of the Draft EIR, is hereby revised as follows:

The City of Manteca has discretionary authority and is the lead agency for the proposed project. The proposed project requires approval of the following entitlements by the City of Manteca:

- General Plan Amendment to redesignate 10 acres of the portion of the site currently designated Medium Density Residential (MDR) to High Density Residential (HDR) and the remainder as Low Density Residential (LDR);
- Rezone of the 74.5-acre site from Planned Employment Center (PEC) to Single Family Residential (R-1) and Multiple Family Residential (R-4);
and

Figure 3-3
Tentative Subdivision Map

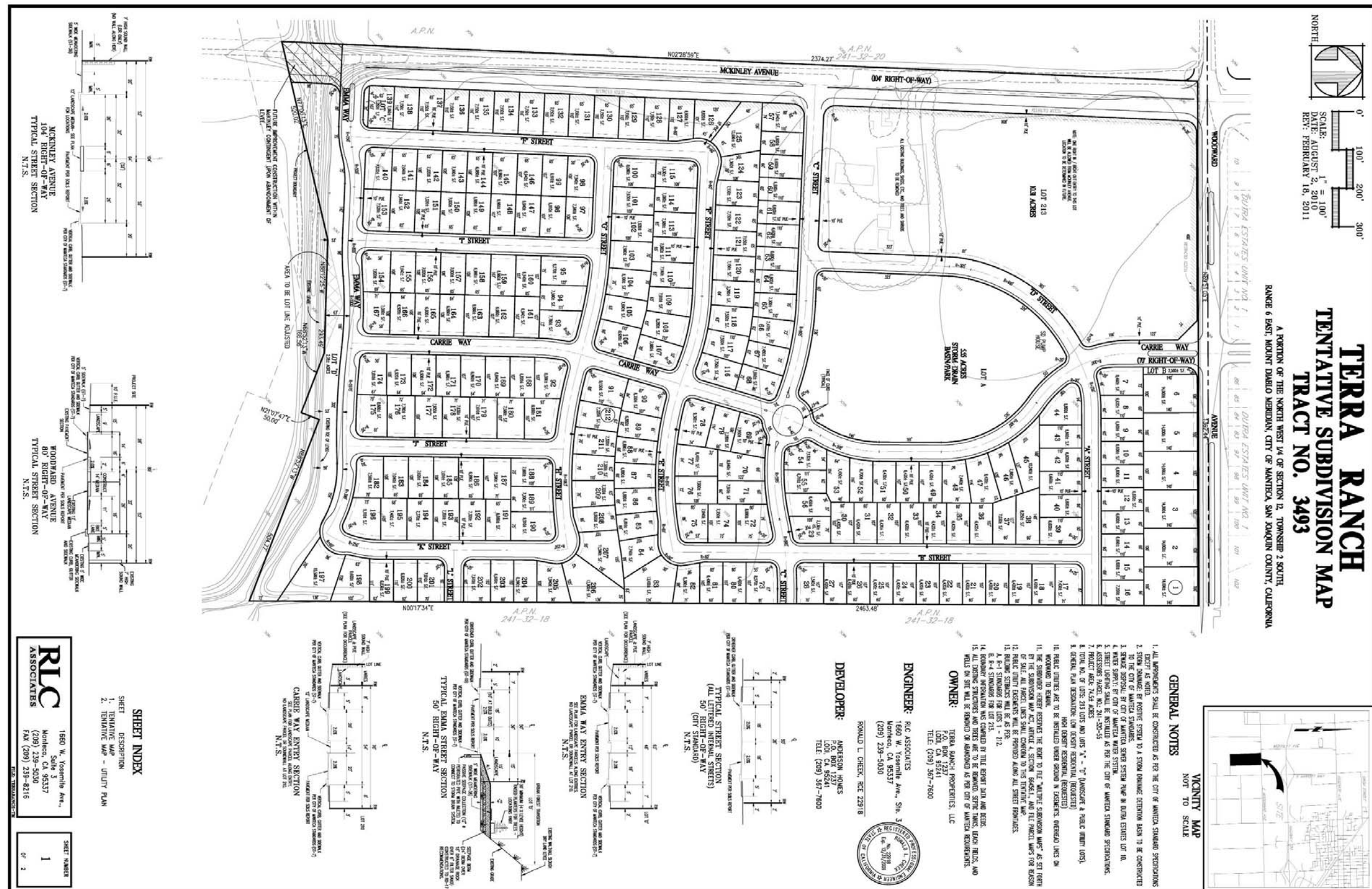


Figure 3-4 Utility Plan

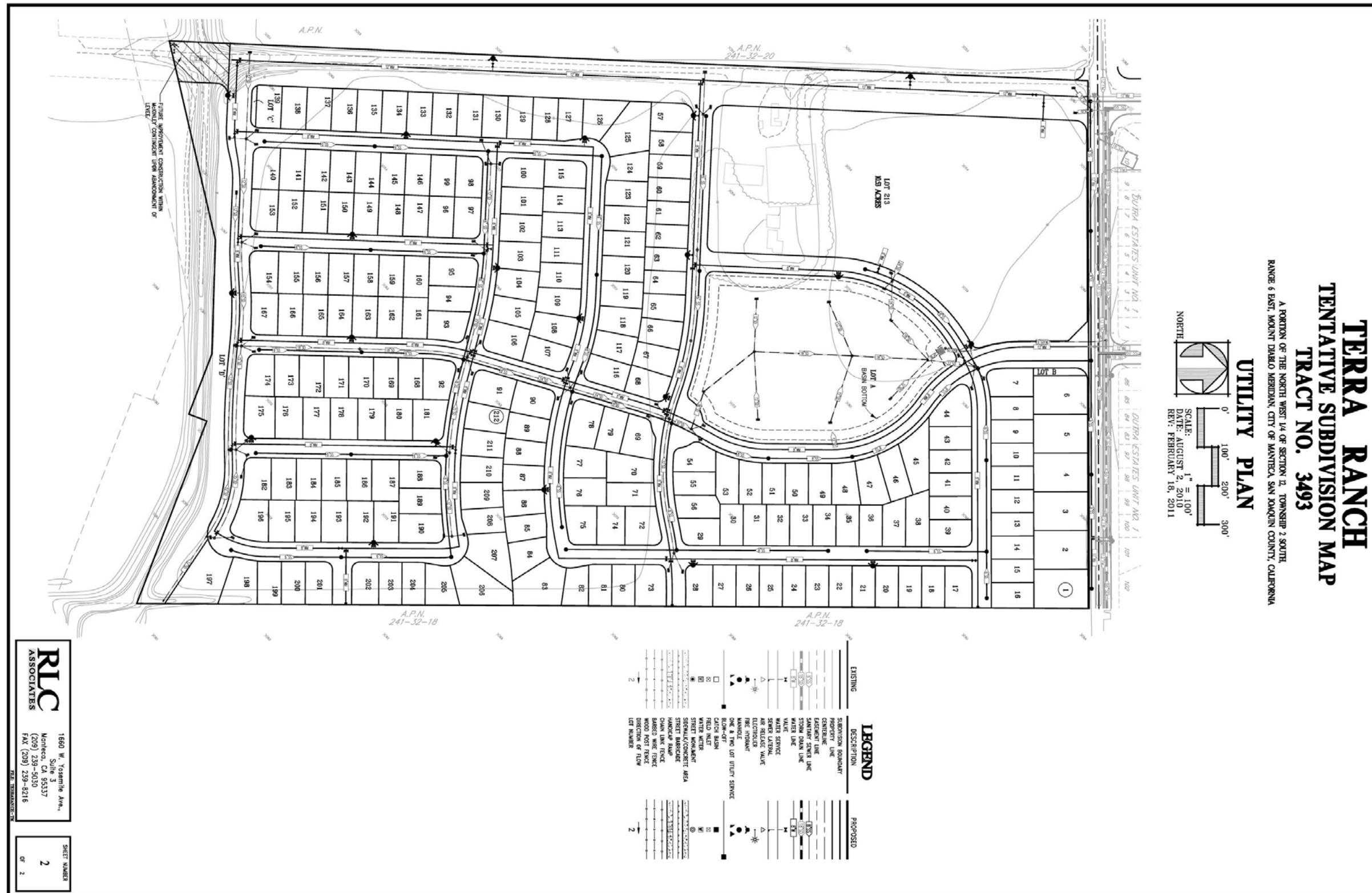
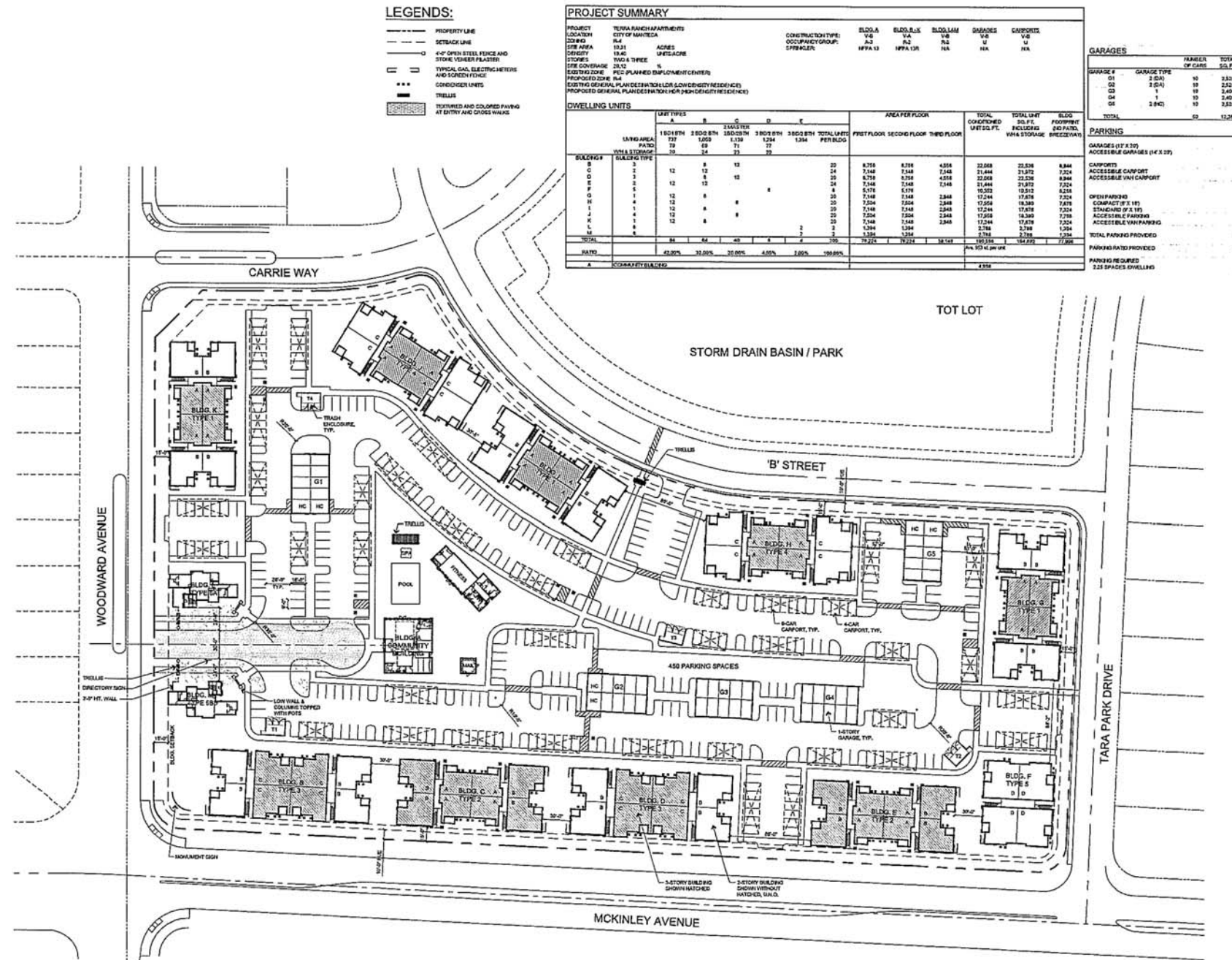


Figure 3-5
Terra Ranch Apartments Site Plan



TERRA RANCH APARTMENTS

MANTECA, CALIFORNIA

PRELIMINARY SITE PLAN

SCALE 1" = 40'-0"

0 10 20 40

January 27, 2011

2202 12th Street, Sacramento, CA 95818 tel: 916 447 3430 fax: 916 447 3408

kuchman
ARCHITECTS

A1

- Approval of Tentative Subdivision Map; and
- Approval of Site Plan for the 10-acre R-4 portion of the project site.

The proposed project would require the following additional City of Manteca approvals:

- ~~Approval of Site Plan for the 10-acre R-4 portion of the project site;~~
- Approval of a Demolition Permit;
- Approval of a Grading Permit; and
- Approval of Building Permits.

It should be noted that the above changes regarding number of units should be applied at all instances throughout the Draft EIR in order to maintain consistency with the Project Description throughout the document. The Tentative Map is consistent with the updated Woodward Avenue standards. An increase of three lots would not cause a substantial increase in trip generation rates from what was analyzed in the Draft EIR. Accordingly, significant air quality and noise related impacts due to the slight increase in traffic would not occur and the Draft EIR analysis of the impacts would remain adequate. Although the lots increased by three, the total area of the proposed project development site would remain the same as what was analyzed in the Draft EIR. Therefore, the Draft EIR's analysis of the proposed project impacts, including impacts related to biological resources, cultural resources, geology, soils, and seismicity, and all others analyzed in the Draft EIR, would remain adequate and the conclusions presented in the Draft EIR would remain unchanged.

The above change to the required public approvals section of the Project Description is to more accurately present the proposed project entitlements and does not alter the conclusions in the Draft EIR. Although the Site Plan for the 10-acre R-4 portion of the project site was unavailable at the time the Draft EIR was prepared, the analysis included the 10-acre R-4 portion of the site, which was analyzed as a 200-unit apartment complex at the northwest corner of the project site. Therefore, the minor details of the Site Plan would not cause any additional environmental impacts and the analysis of the Draft EIR would be adequate and the conclusions presented in the Draft EIR would remain unchanged.

4.1 AESTHETICS

Page 4.1-11, Chapter 4.1, Aesthetics is hereby revised as follows:

The proposed project site is bordered by agricultural uses consisting of row crops to the south, west, and east. In addition, the project site for the Machado ~~Ranch~~ Estates subdivision is located directly adjacent to the eastern portion of the project site. It should be noted that the EIR for the Machado ~~Ranch~~ Estates subdivision has been certified but the remaining entitlements have not yet been approved by the City. Development of the project site would alter the visual character of the project site from agricultural to residential. However, the residential uses would be similar to the residential uses to the north and planned residential to the east.

Although landscaping would be incorporated into the project design, development of the project would include the removal of ornamental trees and agricultural vegetation on-site and would change the existing visual character of the site. Although the character of the project site would be permanently altered, the landscaping would increase the aesthetic quality of the project, and would thereby reduce the impacts the project would have on the conversion of the site to an urban setting. In addition, landscaping would be designed to be consistent with the goals and policies found in the Manteca GP. ~~However, the project includes a Rezone from Planned Employment Center (PEC) to Single Family Residential (R-1) and Multiple Family Residential (R-4), which, per 17.29 of the Municipal Code, requires Special Design Review standards.~~

~~Therefore, without a~~ A site plan design has been submitted for review and approval by the Community Development Director for consistency with goals and policies found in the Manteca 2023 GP and Municipal Code., ~~Therefore,~~ impacts to the existing visual character or quality of the site and the site's surroundings would be **potentially less-than-significant**.

Mitigation Measure(s)

~~Implementation of the following mitigation measures would reduce the above impact to a less-than-significant level.~~

~~4.1-3 Prior to the issuance of building permits, the applicant shall submit a site plan for the high-density residential (HDR) portion of the site, for review and approval by the Community Development Director.~~

None required.

The above change alters the conclusion in the Draft EIR, but would not result in a new significant environmental impact or a substantial increase in the severity of an environmental impact. Therefore, per CEQA Guidelines Section 15088.5, the Draft EIR does not require recirculation.

4.3 AIR QUALITY

Mitigation Measure 4.3-5 on page 4.3-25 of the Draft EIR, Chapter 4.3, Air Quality and Climate Change, is hereby revised as follows:

4.3-5 ~~Prior to recordation of Final Map, the applicant shall provide to the San Joaquin Valley Air Pollution Control District (SJVAPCD)~~ prepare a Greenhouse Gas (GHG) Mitigation Plan. The GHG Mitigation Plan shall specify the Best Performance Standards (BPS) to be utilized by the project as well as any other mitigation included to reduce GHG emissions (e.g., the requirements within Mitigation Measure 4.3-3[b]) such that either the BPS estimated CO₂ equivalent point reduction equals at least 29 percent or the

project's estimated emissions are reduced to 5,931.92 tons of CO₂ per year. ~~Proof of SJVAPCD approval of t~~ The GHG Mitigation Plan shall be provided to the Planning Division for review and approval.

The above change is for clarification purposes only and does not alter the conclusions in the Draft EIR.

4.8 HYDROLOGY AND WATER QUALITY

For clarification purposes, the conclusion of Impact Statement 4.8-5 on page 4.8-19 of the Draft EIR, Chapter 4.8, Hydrology and Water Quality, is revised as follows:

Therefore, the levee south of the project site is treated the same as any other shaded X zone, which is protected from the 100-year flood by a levee. As a result, there are no restrictions on development or special requirements for the project site. However, it should be noted the City of Manteca shall require as a condition of approval that the applicant retain a qualified geotechnical engineer to study all drainage retention/detention basins and pools on the project site. Therefore, the proposed project would resulting in a ***less-than-significant*** impact.

The above changes are for clarification purposes only and do not alter the conclusions in the Draft EIR.

4.11 TRANSPORTATION, TRAFFIC, AND CIRCULATION

Mitigation Measure 4.11-9 on page 4.11-38 of the Draft EIR, Chapter 4.11, Transportation, Traffic, and Circulation, is hereby revised as follows:

4.11-9 *Implement Mitigation Measure 4.11-4 3 (Pay RTIF).*

The above change is a staff-initiated correction and does not alter the conclusions in the Draft EIR.

3. RESPONSES TO COMMENTS

3

RESPONSES TO COMMENTS

3.0 INTRODUCTION

The Responses to Comments chapter includes responses to each of the comment letters submitted regarding the Terra Ranch Subdivision Draft EIR. Each comment letter is bracketed to indicate the individual comments contained in the letter. The brackets are numbered and followed by corresponding numbered responses to each bracketed comment. Any text changes to the Draft EIR required as a response to a comment is presented as double underlined new text and ~~struck through~~ deleted text.

State of California—Business, Transportation and Housing Agency

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

3330 Ad Art Road

Stockton, CA 95208

(209) 943-8666

(800) 735-2929 (TT/TDD)

(800) 735-2922 (Voice)

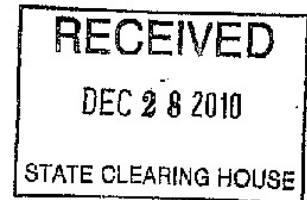


clear
12/24/10
e

Letter 1

December 23, 2010

File No.: 265.9921.12919TerraRanchSubdivisionProject2010



State Clearinghouse

1400 Tenth Street, Room 121

Sacramento, CA 95814

To whom it may concern:

1-1

Thank you for the opportunity to review the Draft Environmental Report Notice of Completion for the Terra Ranch Subdivision Project located in the city of Manteca (SCH#2010072054). The proposed project site is located at 3504 Woodward Avenue in the southwest portion of the City of Manteca. Specifically, the project site is located south of Woodward Avenue and west of Airport Way directly south of the Dutra Estates Subdivision. At this location, State Route 120 is commonly used by commuters to access Interstate 5.

1-2

A project of this size will have an impact on traffic utilizing the surrounding city and county streets as well as the commuters utilizing State Route 120 and Interstate 5. The California Highway Patrol (CHP) has the primary responsibility for traffic enforcement on the above mentioned County Roads, State Routes, and Interstate. These roadways will see an increase in average daily traffic volumes. Specifically, the increase will primarily be felt during peak hour traffic volumes.

1-3

The Summary of Environmental Impacts and Mitigation Measures indicate this project would create a significant impact to roadways, intersections, and freeways including on and off ramps. The Summary also includes mitigation plans to reduce the impact on local traffic. Primarily, it is indicated the Project will pay fees to Caltrans for future improvements to several intersections and the widening of several areas of State Route 120 impacted by this project. Although future planning is admirable, the CHP has concerns that the project will have an immediate impact on local traffic and commuters. As such, it is important the City of Manteca, the CHP, and Caltrans work together in developing short term plans as well as long range plans that are beneficial to all citizens utilizing the transportation system.

The Terra Ranch Subdivision Project
December 23, 2010
Page 2

Letter 1
(cont'd)

1-4

The CHP believes this project will create challenges for daily commuters on an already busy roadway system in the area. As such, this development will directly impact the CHP Stockton Area's ability to effectively manage traffic without an increase in resources. Should you have any questions, please feel free to call me or Lieutenant Elaine Wallace of my staff at (209) 943-8666.

Sincerely,



J. E. DIAL, Captain
Commander

cc: Special Projects Section

LETTER 1: J.E. DIAL, CAPTAIN, CALIFORNIA HIGHWAY PATROL

Response to Comment 1-1

The comment is an introductory statement and does not address the adequacy of the Draft EIR.

Response to Comment 1-2

The Draft EIR discusses traffic impacts in Chapter 4.11, Transportation, Traffic, and Circulation. Although the project would increase traffic volumes, as stated on page 4.11-28, impacts to study intersections would be less-than-significant. However, the increase in traffic volumes would cause a significant impact to eastbound SR 120 between I-5 and Yosemite Avenue and eastbound SR 120 off-ramp diverge at Airport Way. Mitigation Measure 4.11-3 on page 4.11-30 would reduce the impact, but because the necessary improvement is within the jurisdiction of Caltrans and assurances that the improvement would be constructed cannot be given, the impact would remain significant and unavoidable.

Response to Comment 1-3

The Draft EIR discusses short-term impacts to freeway facilities on page 4.11-28, Chapter 4.11, Transportation, Traffic, and Circulation. The discussion is consistent with CHP's short-term impact concerns, stating that the impacts to freeway facilities, specifically eastbound SR 120 between I-5 and Yosemite Avenue and eastbound SR 120 off-ramp diverge at Airport Way, would indeed be significant. Implementation of mitigation measures would help to improve operations at the impacted locations, but not to a less-than-significant level. The Draft EIR concluded that the impacts, would remain significant an unavoidable. It should be noted that the City will continue to coordinate with Caltrans regarding any future improvements to the SR 120.

Response to Comment 1-4

As stated in Response to Comment 1-3, Chapter 4.11, Transportation, Traffic, and Circulation, discusses the impacts to freeway facilities in the area. The discussion concludes, on page 4.11-30, that the added trips to eastbound SR 120 between I-5 and Yosemite Avenue and eastbound SR 120 off-ramp diverge at Airport Way would cause a significant impact. Although mitigation measures would help to improve operations at the impacted locations, because the needed improvements are not within the City of Manteca's jurisdiction, assurances that the improvements would be constructed cannot be given. Therefore, the impact was considered to be significant and unavoidable.

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

Letter 2



*Use your power!
Be energy efficient!*

December 29, 2010

10-SJ-120, PM 3.3
Terra Ranch Subdivision
SCH #2010072054

Mandy Kang
City of Manteca, Planning Division
1001 W. Center Street
Manteca, CA 95337

Dear Ms. Kang,

2-1

The California Department of Transportation (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Terra Ranch Subdivision. The proposed project site, located south of Woodward Avenue and west of Airport Way in the City of Manteca, includes development of 209 single-family residential lots, an apartment complex of up to 200 units, a 5.5-acre park, and a 2.8-acre green belt/park.

Upon review of the project, the Department has the following comments:

2-2

1. Under the *Existing Plus Pending Project 50% and 100% Build Out*, the Synchro file shows the Atherton Drive/Airport Way intersection as a signalized intersection. **Please include a figure for Peak Hour traffic volumes and lane configuration for Existing Plus Pending Project in the DEIR, Appendix I, Final Transportation Impact Study.**

2-3

2. Under *Existing Plus Project*, *Existing Plus Pending Project* and *Cumulative Plus Project*, the Synchro analysis shows 2% heavy vehicle was used. However, this percentage seems too low compared to the Traffic Report analysis of the SR-120/Airport Way Interchange Project Study Report where 8% heavy vehicle was used. **Please apply 8% heavy vehicle in your analysis.**

2-4

3. Table 4.11-6 (*Status of Planned Improvements in Study Area*) shows that the Upgrade SR-120/Airport Way interchange is not included in Tier I of the 2011 RTP. As such, an improvement to this interchange is not expected soon. The proposed project, Manteca Trails, and Machada Estates projects will impact the SR-120/Airport Way interchange, yet no mitigation measures were proposed to avoid or reduce the impacts. **The SR-120/Airport Way interchange should be improved first or simultaneously with the proposed project.**

2-5

4. Under *Existing Plus Pending Projects 50% Build Out* and *Existing Plus Pending Projects 100% Build Out* conditions, the Synchro analysis shows the proposed project would generate significant traffic volume increases at the SR-120/Airport Way ramps. **In addition to the traffic mitigations listed in the DEIR and Final Transportation Impact Study, the Department also recommends the following improvements:**

"Caltrans improves mobility across California"

Ms. Kang
December 29, 2010
Page 2 of 3

Letter 2 (cont'd)

2-5
Cont'd

- **Intersection#4 (SR-120 westbound Ramps/Airport Way) – Extend the northbound left turn channelization to accommodate additional queue length and deceleration length.**
- **Intersection#6 (Atherton Drive/Airport Way) – Extend the southbound right turn lane to the SR-120 Eastbound ramps intersection to reduce the queue length for eastbound off-ramp right turn movement.**

2-6

5. DEIR Appendix I (Final Transportation Impact Study), page 2, under *Existing Plus Pending Project conditions*, states, “The planned SR-120/McKinley Avenue interchange is expected to be opened to traffic in 2020, which will provide considerable traffic relief to the SR-120/Airport way interchange.” Without the proposed new interchange at SR-120/McKinley and reconstructed interchange improvement at SR-120/Airport Way, the proposed project in conjunction with the other pending projects would significantly degrade the ramp intersections and ramp merge/diverge operations to unacceptable Level of Service (LOS) under Cumulative Condition. **The Department recommends that these interchange improvements should be completed prior to the proposed project build out. The City of Manteca should condition the proposed project to be constructed in phases to minimize the traffic impact.**

2-7

6. Based on Table 4.11-2 (*Intersection LOS Thresholds*), the LOS shown in the following tables and respective line items are not accurate:

- Table 4.11-3, lines #4, 7, and 10 are not consistent.
- Table 4.11-10, lines #6, 7
- Table 4.11-12, lines #2, 4, 6, 7
- Table 4.11-14, line # 8
- Table 4.11-15, line #5

Please make the necessary corrections to the above tables.

2-8

7. Based on Table 4.11-4, (*Freeway Facility LOS Thresholds*), the LOS shown in the following tables and respective line items are not accurate:

- Tables 4.11-5, line #1
- Tables 4.11-13, lines #1, 5
- Tables 4.11-16, line #5
- Tables 4.11-17, line #5

Please make the necessary corrections to the above tables.

2-9

8. **Please provide the LOS thresholds to support the LOS shown in Table 4.11-18 (*CMP Roadway Segment Operations – Cumulative Conditions*).**

2-10

9. Table 4.11-7 (*Project Trip Generation*) shows the proposed project’s expected daily AM Peak Hour and PM Peak Hour trip generation for 209 single family residential homes and 200 units of apartment complex only. **Please include trips for locations of complementary land uses including schools (based on current school district boundaries from the school district website), shopping, parks, and other amenities.**

2-11

10. The Travel Demand Model and Air Quality Model information should be provided in the DEIR. **Please provide a copy of the models used for our review.**

“Caltrans improves mobility across California”

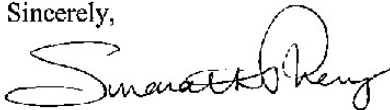
Ms. Kang
December 29, 2010
Page 3 of 3

Letter 2
(cont'd)

- 2-12 11. The proposed project, in addition to the Manteca Trails and Machado Estates projects, will impact I-5, SR-99, and SR-120. However, mitigation measures were not proposed to avoid or reduce these impacts. The installation of traffic signals proposed at some ramp junctions is not adequate. **Based on the traffic information provided in the DEIR, mitigation measure should show the placement of ramp meters at the following interchanges:**
- SR-120/Main Street
 - SR-120/Airport Way
 - SR-120/Union Road
 - SR-99/Austin Road
- 2-13 12. It is recommended that transit and pedestrian-friendly designs and amenities in the proposed development be utilized to encourage the use of public transit and alternative modes of transportation. Roadways should be designed to provide for bus stops/pull outs at major intersection, and sidewalks should accommodate the installation of signs, benches, and shelters. Bicycle paths and storage areas should also be incorporated to encourage bicycling, which reduces the number of single occupancy vehicles on the road.
- 2-14 13. Mitigation Measure 4.11-3 for impact to SR-120 requires the applicant to pay a Traffic Impact Fee to help fund the widening of SR-120. The cumulative impacts of the proposed project will also contribute to the degradation of the LOS on I-5 and SR-99 and will eventually require improvements to accommodate the increase in traffic volumes to these facilities. **Therefore, the Department recommends that the Lead Agency collects a transportation impact mitigation fee on a "proportional share" basis from the developer to hold until the fee can be contributed towards the local portion of funding for future improvements to I-5 and SR-99.**
- 2-15 14. The applicant must proceed with an Encroachment Permit application prior to any commencement of work within the State right-of-way (ROW) and upon any access (driveway) point onto the State Highway System (SHS). All work performed within/adjacent to the State ROW will be subject to Caltrans Highway Design Manual and Standards & Specifications.
- 2-16 15. Prior to certification of the Final EIR and approving this development, the Department requests that an appropriate Conditions of Approval addressing all impacts to the SHS are included. Please forward a copy of the draft Conditions of Approval prior to approval by your Board for our review. After Board approval, please send a copy of the final Conditions of Approval, Mitigation Monitoring Plan and other related documents to Caltrans, District 10–Transportation Planning Division, attention IGR Coordinator.

If you have any questions, please contact Sinarath Pheng at (209) 942-6092 (e-mail: Sinarath_Pheng@dot.ca.gov) or myself at (209) 941-1921.

Sincerely,



for TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

"Caltrans improves mobility across California"

LETTER 2: TOM DUMAS, CALIFORNIA DEPARTMENT OF TRANSPORTATION

Response to Comment 2-1

The comment is an introductory statement and does not address the adequacy of the Draft EIR.

Response to Comment 2-2

The traffic signal at the Atherton Drive/Airport Way intersection is identified as a mitigation measure in the Trails of Manteca Draft EIR. Because the Trails of Manteca project is included in the Existing Plus Pending Project scenario, the signal is assumed to be in place. The Existing Plus Pending Project scenario is not required under CEQA, but was included in the Draft EIR for informational purposes. Because the Existing Plus Pending Project scenario did not form the basis for identifying project impacts and conclusions, exhibits showing the peak hour traffic volumes and lane configurations were not included in the Draft EIR. However, information regarding the Existing Plus Pending Project scenario can be readily found in Appendix I of the Draft EIR, which contains the Final Transportation Impact Study.

Response to Comment 2-3

The Existing Plus Project and Existing Plus Pending Project scenarios conservatively assumed 10 percent heavy vehicles on the SR-120/Airport Way ramps, which is greater than the recommended eight percent. Level of Service (LOS) results are unlikely to change by reducing the heavy vehicle percentage and may result in slightly better operations if any. The commenter's reference to two percent heavy vehicles is presumably referring to certain surface street intersections (e.g., Airport Way/Daniels Street) in which the percentages were applied based on current travel conditions.

The Cumulative Plus Project scenario assumed a five percent heavy vehicle percentage on the SR-120/Airport Way ramps to reflect the projected large increase in non-heavy vehicle traffic. Expecting to maintain an eight percent heavy vehicle percentage at these ramps is unrealistic given the amount of new residential uses proposed south of the interchange (i.e., new residential units generate primarily passenger vehicles, which reduce the heavy vehicle proportions).

Response to Comment 2-4

Table 4.11-12 on page 4.11-29 and Impact Statement 4.11-2 on pages 4.11-23 through 4.11-28, Chapter 4.11, Transportation, Traffic, and Circulation, of the Draft EIR show that the addition of project-related traffic to the SR-120/Airport Way interchange would not result in a significant impact. Therefore, mitigation was not required. Comments relating to the status of the SR 120/Airport Way interchange as a Tier 2 Regional Transportation Plan (RTP) improvement are noted.

As stated on page 4.11-26 of the Draft EIR, the Existing Plus Pending Project scenario is not required by CEQA and is provided for informational purposes only. The Existing Plus Pending Projects analysis shows that the SR-120/Airport Way interchange operates acceptably at

development of up to 50 percent buildout of the proposed project, Manteca Trails, and Machado Estates. As noted on page 4.11-26 of the Draft EIR, 50 percent build out of the aforementioned pending projects is expected to occur no earlier than 2019-2020, at which time the proposed SR-120/McKinley Avenue interchange is projected to be open to traffic. The McKinley Avenue interchange will shift traffic from the SR-120/Airport Way interchange relieving potential congestion concerns.

Response to Comment 2-5

As stated on page 4.11-26, Chapter 4.11, Transportation, Traffic, and Circulation, of the Draft EIR, the Existing Plus Pending Project scenario is not required by CEQA and is provided for informational purposes only. Table 4.11-12 on page 4.11-29 and Impact Statement 4.11-2 on pages 4.11-23 through 4.11-28 show that the project would not cause a significant impact at the SR-120/Airport Way ramp intersections under Existing Plus Project conditions. Therefore, mitigation is not required. Regarding the commenter's recommended mitigation at the SR 120 Westbound Ramps/Airport Way intersection, the northbound left-turn lane would have sufficient storage to accommodate the 95th percentile queue. Thus, additional lengthening is not warranted. Regarding the commenter's recommended mitigation at the Atherton Drive/Airport Way intersection, lengthening the southbound right turn lane would not necessarily reduce queuing in the eastbound off-ramp right-turn movement. The Draft EIR notes that the project would not cause traffic on the eastbound off-ramp at Airport Way to spill back to the SR 120 mainline. Therefore, the suggested additional improvements would not be necessary.

Response to Comment 2-6

According to the 2011 RTP, the SR-120/McKinley Avenue interchange is a Tier 1 project, which is expected to open to traffic in 2020. The Draft EIR notes that funding for the new interchange is provided by both Measure K and the Regional Traffic Impact Fee (RTIF). The City of Manteca is serving as the lead agency to initiate development of the interchange Project Approval and Environmental Document (PA&ED) and Design in order to facilitate environmental clearance, design, and construction. Given the above, construction of the SR 120/McKinley interchange is reasonable to assume under cumulative conditions.

The commenter's request that improvements at the SR-120/McKinley and SR-120/Airport Way interchanges be made prior to project buildout is noted. However, a feasible mitigation measure need only be completed within a reasonable amount of time. The City of Manteca has a plan to construct the new SR-120/McKinley Avenue interchange when required by new development in the area. Funding for the new interchange will be secured through a variety of sources including development impact fees. Payment of the fees is considered feasible mitigation, where feasible is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors (CEQA Guidelines Section 15364).

Response to Comment 2-7

Average vehicle delays shown in the noted tables have been rounded to the nearest second. The levels of service reported in the tables are based on a non-rounded delay. Please refer to Appendices A, B, C, and D of the Final Transportation Impact Study (Appendix I of the Draft EIR), which verify that the LOS reported in the tables match the control delay thresholds presented in Table 4.11-2. The mentioned tables are correct and do not require modification. Therefore, the Draft EIR analysis and conclusions would not change.

Response to Comment 2-8

Average vehicle densities shown in the noted tables are rounded to the nearest whole number. The levels of service reported in the tables are based on a non-rounded density. Please refer to Appendices A, B, C, and D of the Final Transportation Impact Study (Appendix I of the Draft EIR), which verify that the LOS reported in the tables match the density thresholds presented in Table 4.11-4. The mentioned tables are correct and do not require modification. Therefore, the Draft EIR analysis and conclusions would not change.

Response to Comment 2-9

The following table displays the LOS thresholds for CMP Roadway Segment Analysis from the Regional Congestion Management Program (San Joaquin Council of Governments (SJCOG), 2007).

Table 1 CMP Arterial Level of Service Thresholds			
Number of Lanes	LOS C	LOS D	LOS E
2	870	1,390	1,480
4	2,030	2,950	3,120
6	3,170	4,450	4,690
Source: <i>Regional Congestion Management Program</i> , San Joaquin Council of Governments, 2007.			

These thresholds were used to identify the LOS of the Congestion Management Program (CMP) roadway segments evaluated in the traffic study at Cumulative Plus Project conditions, as shown in Table 4.11-18 on page 4.11-41 of the Draft EIR. The LOS was then used to evaluate traffic impacts.

Response to Comment 2-10

Table 4.11-7 on page 4.11-16, Chapter 4.11, Transportation, Traffic, and Circulation, of the Draft EIR, shows the trip generation for project land uses. The project includes 209 single-family residences and up to 200 apartment units; schools or retail uses are not included in the project. The trip generation of the proposed residences includes external trips to/from a variety of nearby

attractions such as schools, employment center, shopping, parks, and other amenities. The trip distribution percentages shown in Figures 4.11-3 and 4.11-4 on pages 4.11-18 and 4.11-19, respectively, take into consideration the location of such local attractions.

Response to Comment 2-11

A copy of the SJCOG travel demand forecasting model used for the Final Transportation Impact Study was mailed to Caltrans staff on January 12, 2011. Please refer to Appendix D of the Draft EIR, URBEMIS-2007 Air Quality Outputs, for air quality modeling information.

Response to Comment 2-12

Impact Statement 4.11-9 on page 4.11-38, Chapter 4.11, Transportation, Traffic, and Circulation, of the Draft EIR, states that the proposed project would exacerbate cumulatively unacceptable operations on SR-120. To mitigate the impact, Mitigation Measure 4.11-9 on page states that the project applicant shall pay the appropriate San Joaquin County Regional Traffic Impact Fee (RTIF), which is collecting fees from new developments to help fund the widening of SR-120 to six lanes. Widening SR-120 to six lanes would improve operations at each impacted location to better than “no project” conditions. Given the project’s modest size, expanding the study area to include freeway facilities on I-5 and SR 99 was not necessary. The need for ramp meters at the identified locations will be evaluated as part of the upcoming PA&ED and Design for the SR-120/McKinley Avenue interchange. It should be further noted that payment by the project of RTIF fees may be used for ramp metering improvements in conjunction with future widening, which would be made to improve mainline SR-120 operations.

Response to Comment 2-13

The tentative subdivision map provided on page 3-5, Chapter 3, Project Description, of the Draft EIR shows that frontage improvements along McKinley Avenue and Woodward Avenue will include five-foot-wide sidewalks separated from the roadway by a five-foot-wide landscaped area. All internal streets will provide five-foot-wide sidewalks to accommodate pedestrians. As stated on page 3-6 of the Draft EIR and in Impact Statements 4.11-4 and 4.11-5 on page 4.11-31 of the Draft EIR, the proposed project would construct Class II bike lanes on public streets and bus turnouts along McKinley Avenue Expressway. The improvements are intended to encourage the use of transit, walking, and bicycling by residents of the project.

Response to Comment 2-14

As stated on page 4.11-10 of the Draft EIR, Chapter 4.11, Transportation, Traffic, and Circulation, SJCOG has implemented a regional traffic impact fee that is assessed on new developments throughout San Joaquin County. The San Joaquin County RTIF Capital Project List provides funding for various freeway and local road widening, including capacity improvement projects on I-5 and SR-99 near the project area. By paying the appropriate RTIF, the applicant is fulfilling the project’s “proportional share” of funding for these capital improvements.

Response to Comment 2-15

The comment is noted. However, the proposed project does not require any work within the State right-of-way.

Response to Comment 2-16

The comment does not address the adequacy of the Draft EIR. The City of Manteca will provide a copy of the draft and final Conditions of Approval along with the Mitigation Monitoring Plan and other related documents to Caltrans, District 10 – Transportation Planning Division, attention IGR Coordinator.



**Pacific Gas and
Electric Company™**

Roger
Leatherman
Land Agent

Land Services
4040 West Lane
Stockton, CA 95204
Office: (209) 942-1448
Fax: (209) 942-1485
E-mail: rlls@pge.com

December 10, 2010

Letter 3

RECEIVED

DEC 15 2010

COMMUNITY DEVELOPMENT
DEPARTMENT

City of Manteca
Community Development Department
Planning Division
1001 West Center Street
Manteca, CA 95337
Attn: Mandy Kang

**RE: Notice of Availability of Draft Environmental Impact Report for Terra Ranch
Subdivision – SCH#2010072054.**

Dear Ms. Kang:

3-1

Thank you for the opportunity to comment on the above mentioned document for this project. Pacific Gas and Electric has the following comments to offer:

3-2

PG&E presently owns and operates electric and gas facilities within and adjacent to the proposed project area. Issues which may create conflict due to their impact on our easements and facilities include, but are not limited to, the permanent or temporary change in grade, the planting of certain types of vegetation, and the construction of structures.

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. 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.

If the relocation of existing PG&E facilities to accommodate the proposed development is deemed to be necessary, the relocation should be covered by the environmental review for the proposed development and the requesting party will be responsible for the associated costs. The relocation of certain PG&E facilities could require formal approval from the CPUC. If required, this approval process could take up to two years to complete. Please note that it is not always feasible to relocate our facilities, so it is essential to design the project attempting to avoid the existing utilities if possible.

3-3

We would also like to note that continued development consistent with the City of Manteca General Plans will have a direct or cumulative impact on PG&E's electric and gas 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 electric and gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.



**Pacific Gas and
Electric Company.**

**Roger
Leatherman**
Land Agent

Land Services
4040 West Lane
Stockton, CA 95204
Office: (209) 942-1448
Fax: (209) 942-1485
E-mail: rlls@pge.com

**Letter 3
(cont'd)**

3-4

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

3-5

As required by law, the environmental documents for proposed development projects should include adequate evaluation of direct and cumulative impacts to utility systems, the utility facilities needed 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.

3-6

In order to ensure that all PG&E issues are addressed, the Project Coordinator should be encouraged to coordinate with PG&E in the early stages of planning. This is especially important if there is any possibility that we would need to relocate our facilities or provide new service to the area due to the lengthy duration of these processes.

3-7

The California Constitution vests in the 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.

3-8

PG&E remains committed to working with the City of Manteca to provide timely, reliable and cost effective Electric and Gas service to the area. PG&E would appreciate being copied on future correspondence as the project develops.

If you have any questions or concerns, please feel free to contact me.

Sincerely,

Roger Leatherman
Land Agent

LETTER 3: ROGER LEATHERMAN, PACIFIC GAS AND ELECTRIC COMPANY

Response to Comment 3-1

The comment is an introductory statement and does not address the adequacy of the Draft EIR.

Response to Comment 3-2

Chapter 4.12, Public Services and Utilities, pages 4.12-25 to 4.12-26, discusses the project's direct impacts to gas and electricity services. As stated on pg. 4.12-25, development of the project would occur in a location that is near to electricity and gas service. In addition, the Draft EIR states on page 4.12-26:

Project development plans would provide unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities. The project proponent would coordinate with PG&E to ensure that any necessary improvements to PG&E's facilities as a result of the proposed project are formally requested from and approved by the CPUC prior to project development.

Response to Comment 3-3

Chapter 4.12, Public Services and Utilities, page 4.12-26, discusses the project's cumulative impacts to public services and utilities within the City of Manteca, including gas and electricity services. As stated on page 4.12-26, utility needs for the City were evaluated in the Manteca General Plan (GP) EIR and associated Master Plans to ensure that adequate services would be available for buildout of the Manteca GP. The analyses found that with implementation of the Manteca GP goals and policies, impacts to public services and utilities from buildout of the Manteca GP would be less-than-significant. The proposed project would implement the relevant goals and policies included in the Manteca GP. As further stated on page 4.12-26 of the Draft EIR, similar to the proposed project, other future development projects would be required by the City to pay fair-share fees toward the expansion and creation of public services and utilities.

Response to Comment 3-4

As stated in Response to Comment 3-3, cumulative impacts to public services and utilities within the City of Manteca, including gas and electricity services, have been evaluated in the Manteca GP EIR and associated Master Plans to ensure that adequate services would be available for buildout of the Manteca GP. Please refer to Response to Comment 3-3 and Chapter 4.12, Public Services and Utilities, page 4.12-26 of the Draft EIR for further details.

Response to Comment 3-5

Please see Response to Comments 3-2 and 3-3.

Response to Comment 3-6

Comment noted. Please see Response to Comment 3-2.

Response to Comment 3-7

The comment does not address the adequacy of the Draft EIR. However, as demonstrated in Response to Comment 3-2, page 4.12-26 of the Draft EIR states that the project proponent would coordinate with PG&E to ensure that any necessary improvements to PG&E's facilities as a result of the proposed project are formally requested from and approved by the CPUC prior to project development.

Response to Comment 3-8

The comment does not address the adequacy of the Draft EIR. The City of Manteca will be sure to copy PG&E on future correspondence as the project develops.

Letter 4



**San Joaquin County
Environmental Health Department**
600 East Main Street
Stockton, California 95202-3029

Website: www.sjgov.org/ehd
Phone: (209) 468-3420
Fax: (209) 464-0138

DIRECTOR
Donna Heran, REHS

PROGRAM COORDINATORS
Robert McClellan, REHS
Jeff Carruesco, REHS, RDI
Kasey Foley, REHS

RECEIVED

JAN 03 2011

COMMUNITY DEVELOPMENT
DEPARTMENT

December 29, 2010

Mandy K. Kang, Assistant Planner
Community Development Department
Planning Division
City of Manteca
1001 West Center Street
Manteca, California 95337

**Subject: Notice of Availability of the Draft Environmental Impact Report for Terra Ranch
Subdivision - SCH#2010072054**

4-1

The San Joaquin County Environmental Health Department (EHD) has no further comments in addition to those submitted on August 16, 2010.

If you have any questions, please call Rodney Estrada, Lead Senior Registered Environmental Health Specialist, at (209) 468-0331.

A handwritten signature in black ink, appearing to read "Rodney Estrada".

Rodney Estrada,
Lead Senior REHS

RE:tl



RECEIVED

NOV 16 2010

Letter 4
(cont'd)

NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR
TERRA RANCH SUBDIVISION - SCH# 2010072054

TO: Responsible and Interested Parties – Distribution List FROM: City of Manteca
Community Development Department
Planning Division
1001 West Center Street
Manteca, CA 95337
(209) 923-8949

In accordance with the California Environmental Quality Act (CEQA) and the State CEQA guidelines, the City of Manteca (City) (as lead agency) has prepared a Draft Environmental Impact Report (Draft EIR) to evaluate the environmental effects associated with the proposed Terra Ranch Subdivision. In accordance with Section 15087 of the CEQA Guidelines, the City has prepared a Notice of Availability to provide responsible and interested parties with information about the project details regarding the public comment period, document availability, and public meeting.

Project Title: Terra Ranch Subdivision

Project Applicant: Atherton Boyce Development Company, LLC P.O. Box 1870 Manteca, CA 95336

Project Description:

The proposed project includes 209 single-family residential lots that would range from 6,420 square feet to 13,100 square feet and an apartment complex with up to 200 units located at the northwest corner of the project site. A proposed 5.5-acre park, which would also be utilized as a stormwater detention basin for the project, would be located in the center of the project site. In addition, the project would include a 2.8-acre green belt/park in the southern portion of the project site adjacent to an existing dry levee.

Project Location: (See enclosed Project Location Map)

See Attached.

Public Comment Period:

The public comment period for the Draft EIR begins on November 15, 2010 and closes on December 29, 2010. Please submit comments by 5:00 p.m. on December 29, 2010 to **Mandy Kang, Assistant Planner, at the address above or by email at mkang@ci.manteca.ca.us.**

Public Comment Meeting: Tuesday, December 14, 2010, at 7:00pm at the City of Manteca Council Chambers, 1001 West Center Street, Manteca, CA 95337.

Anticipated Significant Environmental Effects: The Draft EIR has identified significant effects in the following area: Transportation and Circulation. All other identified impacts were reduced to a less-than-significant level with implementation of mitigation measures. It should be noted that the project site is not listed on any of the lists of sites enumerated under Section 65962.5 of the Government Code including, but not limited to lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.

Document Availability: Copies of the Draft EIR are available for public review at the following locations:

City of Manteca Website

www.ci.manteca.ca.us please go to the Community Development Department, Planning Division to find the complete document.

Terra Ranch Subdivision
Notice of Availability

City of Manteca
November 2010

Manteca City Clerk
1001 West Center Street
Manteca, CA 95337

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

Stockton-San Joaquin County Public Library
Manteca Branch Library
320 West Center Street
Manteca, CA 95336

Attachments: Project Location Map

Letter 4 (cont'd)

**LETTER 4: RODNEY ESTRADA, SAN JOAQUIN COUNTY ENVIRONMENTAL HEALTH
DEPARTMENT**

Response to Comment 4-1

The previous comments referred to in Comment 4-1 were regarding the Notice of Preparation for the project. The previous comments included comments regarding the following: 1) recommendation that the existing wells and septic systems on the project site be destroyed under permit and inspection with the San Joaquin County Environmental Health Department (EHD); 2) recommendation that research be conducted to determine whether pesticides were previously used on the site for agricultural purposes and whether contamination exists; and 3) recommendation that if pesticides have been historically used on-site, testing for pesticides and metals should be performed prior to development to determine if concentrations present would be harmful to residents and workers.

The Draft EIR addresses the previously submitted comments in Chapter 4.7, Hazards and Hazardous Materials. On page 4.7-8, the Draft EIR addresses the previously submitted comment regarding on-site wells. Impact Statement 4.7-2 on page 4.7-8 discusses impacts related to on-site wells. As stated on page 4.7-8, development of the project site with residential uses would require the abandonment of the on-site domestic and irrigation wells, which must be performed by a licensed C-57 contractor and would require well abandonment permits from the San Joaquin County EHD. Mitigation Measure 4.7-2 of the Draft EIR requires that abandonment of the wells be pursuant to review and approval by the City Engineer and the San Joaquin County EHD. In addition, Impact Statement 4.7-4 on pages 4.7-9 and 4.7-10 addresses the previously submitted comment regarding the abandonment of the existing septic systems on the project site. As stated on page 4.7-10, development on the property would require proper abandonment of the septic systems. Mitigation Measure 4.7-4 of the Draft EIR requires that the applicant hire a qualified geotechnical engineer and properly abandon the on-site septic systems, pursuant to review and approval by the City Engineer and the San Joaquin County EHD.

The Draft EIR addresses the previously submitted comments regarding pesticides in the discussion of Impact Statement 4.7-6 on pages 4.7-11 and 4.7-12. Mitigation Measure 4.7-6 of the Draft EIR requires the applicant to submit a soil assessment with surficial soil samples to determine the presence of pesticides. If pesticide concentrations higher than the allowable threshold are detected, the soil assessment shall include the appropriate mitigation including, but not limited to, soil remediation to an acceptable total threshold limit concentration (TTLC) level per applicable State and federal regulations.



Letter 5

December 29, 2010

RECEIVED

Mandy Kang
City of Manteca
Community Development Department
1001 West Center Street
Manteca, CA 95337

JAN 03 2011

COMMUNITY DEVELOPMENT
DEPARTMENT

Agency Project: Draft Environmental Impact Report for Terra Ranch Subdivision

District CEQA Reference No: 20100630

Dear Ms. Kang:

5-1

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of 209 single-family residential lots, a 200-unit apartment complex, a proposed 5.5-acre park to be located in the center of the project site and also be utilized as a stormwater detention basin, and a 2.8 acre green belt/park, all located at 3504 Woodward Avenue, in Manteca, CA. The District offers the following comments:

5-2

1. Based on information provided to the District, project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would have no significant adverse impact on air quality.

5-3

2. Based on information provided to the District, at full build-out the proposed project would be equal to or greater than 50 residential dwelling units. Therefore, the District agrees with the conclusion in the Draft Environmental Impact Report (DEIR) that the proposed project would be subject to District Rule 9510 (Indirect Source Review).

District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95368-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1950 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
3484G Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-6600 FAX: 661-392-6695

www.valleyair.org www.healthyairliving.com

Printed on recycled paper

Letter 5

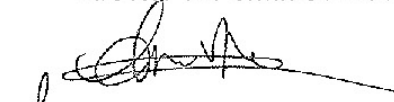
(cont'd)

- 5-4 3. The DEIR includes mitigation measure 4.3-5 to address impacts related to greenhouse emissions. This measure requires the applicant to provide to the District a Greenhouse Gas Mitigation Plan for approval and such approval to be provided to the Planning Division for review and approval. The District appreciates the effort to mitigate impacts from greenhouse gas emissions but the District has no statutory authority on greenhouse gas emissions, and therefore does not believe the District has the authority to approve the Greenhouse Gas Mitigation Plan. The City of Manteca is the lead agency and should be the agency to approve such plan and/or any greenhouse gas mitigation measures.
- 5-5 4. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.
- 5-6 5. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Patia Siong at (559) 230-5930.

Sincerely,

David Warner
Director of Permit Services


for Arnaud Marjollet
Permit Services Manager

DW: ps

**LETTER 5: ARNAUD MARJOLLET, SAN JOAQUIN VALLEY AIR POLLUTION
CONTROL DISTRICT**

Response to Comment 5-1

The comment is an introductory statement and does not address the adequacy of the Draft EIR.

Response to Comment 5-2

The San Joaquin Valley Air Pollution Control District (SJVAPCD) concurs with the conclusions presented in Chapter 4.3, Air Quality and Climate Change, of the Draft EIR, which states that the project would not result in a significant adverse impact on air quality.

Response to Comment 5-3

The SJVAPCD concurs with the conclusion presented in Chapter 4.3, Air Quality and Climate Change, page 4.3-22 of the Draft EIR, which states that the project would be subject to District Rule 9515 (Indirect Source Review).

Response to Comment 5-4

Comment 5-4 is a procedural issue and does not address the adequacy of the Draft EIR. The comment states that the SJVAPCD does not have statutory authority on greenhouse gas (GHG) emissions and does not have the authority to approve the GHG Mitigation Plan included in Mitigation Measure 4.3-5 of the Draft EIR, on page 4.3-25, Chapter 4.3, Air Quality and Climate Change. The district suggests that the lead agency (City of Manteca) be the agency to approve the plan and/or any GHG mitigation measures. Therefore, for clarification purposes, Mitigation Measure 4.3-5 on page 4.3-25 of the Draft EIR, Chapter 4.3, Air Quality and Climate Change, is hereby revised as follows:

4.3-5 *Prior to recordation of Final Map, the applicant shall ~~provide to the San Joaquin Valley Air Pollution Control District (SJVAPCD)~~ prepare a Greenhouse Gas (GHG) Mitigation Plan. The GHG Mitigation Plan shall specify the Best Performance Standards (BPS) to be utilized by the project as well as any other mitigation included to reduce GHG emissions (e.g., the requirements within Mitigation Measure 4.3-3[b]) such that either the BPS estimated CO₂ equivalent point reduction equals at least 29 percent or the project's estimated emissions are reduced to 5,931.92 tons of CO₂ per year. ~~Proof of SJVAPCD approval of t~~ The GHG Mitigation Plan shall be provided to the Planning Division for review and approval.*

The above changes are for clarification purposes only and do not alter the conclusions in the Draft EIR.

Response to Comment 5-5

Mitigation Measure 4.3-1(a) on page 4.3-17 of the Draft EIR, Chapter 4.3, Air Quality and Climate Change, requires that the project comply with Regulation VIII (Fugitive Dust Rules). In addition, it should be noted that the proposed project would be required to implement the SJVAPCD's rules, and the SJVAPCD is charged with enforcement of the rules.

Response to Comment 5-6

The comment is noted. A copy of the District's comments shall be provided to the project proponent as recommended.



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Letter 6



Cathleen Cox
Acting Director

RECEIVED

December 30, 2010

JAN 03 2011

Mandy Kang
City of Manteca Community Development Department
1001 W. Center Street
Manteca, CA 95337

COMMUNITY DEVELOPMENT
DEPARTMENT

Subject: Terra Ranch Subdivision Project
SCH#: 2010072054

Dear Mandy Kang:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 29, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0813 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

Letter 6
(cont'd)

SCH# 2010072054
Project Title Terra Ranch Subdivision Project
Lead Agency Manteca, City of

Type EIR Draft EIR
Description The proposed project includes 209 single-family residential lots that would range from 6,420 square feet to 13,100 sf and an apartment complex with up to 200 units located at the northwest corner of the project site. A proposed 5.5-acre park, which would also be utilized as a stormwater detention basin for the project, would be located in the center of the project site. In addition, the project would include a 2.8-acre green belt/park in the southern portion of the project site adjacent to an existing dry levee.

Lead Agency Contact

Name Mandy Kang
Agency City of Manteca Community Development Department
Phone (209) 456-8518 Fax
email
Address 1001 W. Center Street
City Manteca State CA Zip 95337

Project Location

County San Joaquin
City Manteca
Region
Lat / Long 37° 46' 19" N / 121° 15' 50" W
Cross Streets 3504 Woodward Avenue
Parcel No. 241-320-55 & -056
Township 2S Range 6E Section 13 Base MDB&M

Proximity to:

Highways SR 120 & I-5
Airports
Railways Union & Southern Pacific
Waterways San Joaquin River, Westhall Slough
Schools Sierra High, Brock Elliot, Nile Garden, Yosemite
Land Use Agricultural uses
Z: Planned Employment Center (PEC)
GPD: Medium Density Residential (MDR) and Low Density Residential (LDR)

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Other Issues; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 10; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 11/15/2010 Start of Review 11/15/2010 End of Review 12/29/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

LETTER 6: SCOTT MORGAN, DIRECTOR, STATE CLEARINGHOUSE

Response to Comment 6-1

Comment 6-1 acknowledges that the proposed project has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. The comment does not address the adequacy of the Draft EIR.

From: Nomellini, Grilli & McDaniel PLCs [<mailto:ngmplcs@pacbell.net>]
Sent: Wednesday, December 29, 2010 4:48 PM
To: Durrer, Erika
Cc: 'Chris Neudeck'; Stone, Jim
Subject: Terra Ranch Subdivision DEIR Sch# 2010072054

Letter 7

- 7-1 Erika Durrer: Reclamation District No. 17 submits the following comments. Attached please find copy of May 19, 2009 letter from Kjeldsen, Sinnock & Neudeck, Inc to Mark Meissner commenting on the preliminary tentative map for the Trails e project which are relevant to this project as well. Such comments are incorporated herein.
- 7-2 Since such comments were submitted the setback required by DWR and the USACE has increased from 10ft to 15ft and possibly 20ft. The RD 17 Levee Setback Standard should be adjusted accordingly. Engineering and O&M requirements are evolving and becoming more rigid. Excavations for swimming pools and other purposes outside the levee easements are increasingly being recognized as having the potential for affecting under seepage and therefore levee stability.
- 7-3 Location of ample open space along the levees coupled with a single loaded street as a buffer from development is highly recommended. The Terra Ranch plan appears to incorporate the single loaded street and a setback. The setback may have to be increased and excavations as far as 300ft may be restricted. The single loaded street with an adequate setback will add flexibility to accommodate future levee requirements, avoid conflicting encroachments and improve access for patrol and floodlighting.
- 7-4 Thank you for your consideration. Dante John Nomellini, Secretary and Counsel for Reclamation District No 17

Nomellini, Grilli & McDaniel
Professional Law Corporations
235 East Weber Avenue
Stockton, CA 95202

Mailing address:

P.O. Box 1461
Stockton, CA 95201-1461
Telephone: (209) 465-5883
Facsimile: (209) 465-3956
Email: ngmplcs@pacbell.net

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

KJELDSSEN, SINNOCK & NEUDECK, INC.
CONSULTING ENGINEERS & LAND SURVEYORS

KENNETH L. KJELDSSEN
STEPHEN K. SINNOCK
CHRISTOPHER H. NEUDECK

711 N. PERSHING AVENUE
POST OFFICE BOX 844
STOCKTON, CALIFORNIA 95201-0844

Letter 7
(cont'd)

TELEPHONE 946-0268
FAX NO. 946-0296
AREA CODE 209

856.011 01-116

May 19, 2009

Mr. Mark Meissner
Planning Manager
City of Manteca
Community Development Department
1001 W. Center Street
Manteca, CA 95337

Re: Reclamation District No. 17 (RD 17)
The Trails at Manteca (PROJECT)
Tract 3729
Weatherbee Properties, LLC
City of Manteca, San Joaquin County
Preliminary – Tentative Map

Dear Mr. Meissner:

These comments are being submitted on behalf of RD 17 relative to the subject Preliminary Tentative Map. Thank you for meeting with RD 17's staff and the owners of the Trails of Manteca this last Friday here at my office. As you are aware, important planning issues brought up in our meeting include the impacts associated with seepage through and under the levee, together with high ground water within the proposed developed areas particularly during high-water events. This seepage and high groundwater must be addressed in any plan that includes development along RD 17's levee.

During the 1997 flood event seepage occurred along RD 17's levee in the project area when upstream agricultural levees failed. The District, the State and the U.S. Army Corps of Engineers repaired the seepage areas of concern either during or immediately after the flood event, however, a new more stringent approach to seepage is desired. In June of 2007 the California Department of Water Resources (DWR) wrote the City of Lathrop taking exception to RD 17's continued FEMA accreditation and even the granting of Provisional Accreditation based on seepage concerns.

To address this seepage impact, a landside berm needs to be constructed at the toe of the levee. The dimension of such a toe berm is set forth in the attached RD 17 "Levee Setback Standard". During the course of our meeting on Friday, it was discussed by Joe Tootle of Engeo that the three (3) feet of fill that the Project was planning as part of their overall grading plan was adequate for buttress purposes provided that the bottom of the fill consist of two (2) feet of drain material and a seepage drain with piping laterals to convey the seepage water to the Project's

Page 2
May 20, 2009

**Letter 7
(cont'd)**

storm drainage system was installed. RD 17 requests that the Project revise their grading plan to reflect these recommendations along with a submittal from Engeo detailing their geotechnical design consideration for the toe berm.

As we discussed in our meeting, RD 17 strongly recommends that the subdivision be laid out where the land use adjacent to the toe berm is a singly loaded street. The proposed subdivision shows open space along most of the levee and the purpose of abutting the berm with a singly loaded street is to set the residential improvements back far enough so as to not be impacted from future seepage from the levee and provide separation from present and future levee improvements as well as operation, maintenance and floodfights.

The seepage toe berm does not cut off seepage but rather safely conveys the seepage water into the Projects storm drainage system. The improvements along the levee alignment that could possibly adversely impact the seepage potential include but are not limited to excavations such as drainage retention/detention basins and pools. RD 17 requests that the Project Engineer submit geotechnical design considerations addressing excavations associated with the basins and pools. Furthermore, we ask that the geotechnical evaluation model the excavations as if they were dry while modeling a flood against the levee.

The project intends to borrow fill material from the property to the south of the levee. RD 17 requests that the Project submit the geotechnical design consideration for the potential impacts of borrowing material on the waterside of the levee and address the potential shortening of the seepage paths beneath the levee or the possibility of intersecting seepage lenses thereby aggravating the underseepage impact.

In addition to seepage water traveling through the levee and affecting improvements in the proposed subdivision, RD 17 suggests that the Project evaluate and if necessary address the potential for high groundwater. During the 1997 flood, a portion of the ground that this proposed subdivision is located on had standing water from rising groundwater, seepage, inadequate drainage or a combination of such causes. This subdivision is in an area underlain by sands which contain groundwater affected by flooded upstream areas and areas to the east. As the upgradient groundwater rises, the groundwater beneath the project could also rise to the surface and cause surface flooding. This surface flooding could lead to the failure of the public work's system of streets, curbs and gutters and utilities as well as impact the residential foundations and homes in the area. Typical storm drainage systems will not necessarily control this problem. The developer should evaluate and if necessary, install an adequate subsurface drainage system in order to eliminate this impact.

Finally, RD 17 requires an easement over the levee and berm area along this project. The levee easement should extend a minimum of fifty (50) feet beyond the waterside toe of the levee and ten (10) feet beyond the landside toe of the berm. RD 17 is willing to take the area in fee if that is what the City of Manteca prefers. The berm area can be used for open space and park purposes provided no trees or significant structures are placed on the levee or berm area.

Page 3
May 20, 2009

Letter 7
(cont'd)

If you have any questions regarding the enclosed, please call me. Thank you in advance for your anticipated cooperation in this matter.

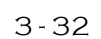
Sincerely,

KJELDTSEN, SINNOCK & NEUDECK, INC.

Christopher H. Neudeck
RD 17 – Engineer

CHN/ju
Enclosure

cc: Trustees/w/encl.)
Dante John Nomellini (w/encl.)
Joe Tootle, Engeo (e/encl.)



LETTER 7: NOMELLINI, GRILLI, & MCDANIEL, RECLAMATION DISTRICT 17

Response to Comment 7-1

The comment is an introductory statement and does not address the adequacy of the Draft EIR.

Response to Comment 7-2

The commenter provides information that the setback requirement by Department of Water Resources (DWR) and the U.S. Army Corps of Engineers (USACE) has been updated. The updated setback requirement has been noted. As acknowledged in Comment, 7-3, the proposed project already incorporates a single loaded street and a setback. The setback is approximately 50 feet from the top of the levee, which is beyond that of the updated DWR and USACE requirement.

Response to Comment 7-3

See Response to Comment 7-2 above. In addition, as discussed on page 3-4 of the Draft EIR, Chapter 3, Project Description, the proposed project includes a 2.8 acre green belt/park in the southern portion of the site, adjacent to the existing dry levee, which is intended to provide ample open space along the levee to reduce under seepage and increase levee stability. It should be noted that the City of Manteca will require as a condition of approval that the applicant retain a qualified geotechnical engineer to study all drainage retention/detention basins and pools.

Therefore, for clarification purposes, the conclusion of Impact Statement 4.8-5 on page 4.8-19 of the Draft EIR, Chapter 4.8, Hydrology and Water Quality, is hereby revised as follows:

Therefore, the levee south of the project site is treated the same as any other shaded X zone, which is protected from the 100-year flood by a levee. As a result, there are no restrictions on development or special requirements for the project site. However, it should be noted the City of Manteca shall require as a condition of approval that the applicant retain a qualified geotechnical engineer to study all drainage retention/detention basins and pools on the project site. Therefore, the proposed project would result in a ***less-than-significant*** impact.

The above changes are for clarification purposes only and do not alter the conclusions in the Draft EIR.

Response to Comment 7-4

The comment does not address the adequacy of the Draft EIR.

Letter 8



December 10, 2010

Ms. Mandy Kang
Community Development Department
City of Manteca
1001 W. Center Street
Manteca, CA 95337

Re: Terra Ranch – Draft EIR

Dear Mandy:

We have the following comments regarding the Terra Ranch Subdivision Draft EIR.

- 8-1 1. When the application was submitted the Tentative Map layout along Woodward Avenue conformed to the City of Manteca standards, Woodward Avenue had non-access with landscaping and a wall. Subsequently, the City Council adopted a new Woodward Avenue standard and we revised the Tentative Map to be consistent with the requirements of the new standard at the request of the Community Development Department. In doing so, we also increased the number of single-family lots from 209 to 212. We request that the Final EIR discuss only changes in impacts due to the revised map.
- 8-2 2. The Draft EIR (3-9) says that the Site Plan for the 10 acre R-4 portion of the project would require additional City of Manteca approvals. The application for the 10 acre R-4 portion was submitted at the same time as the Tentative Map and was intended to be approved at the same time as the Tentative Map. We request that the "approval of Site Plan for the 10 acre R-4 portion of the project site" be moved up into the prior group of required approvals.
- 8-3 3. Section 4.1-3 (Pg 4.1-11) requires site plan submittal. This has been completed and site plan review and the required mitigation should be listed now in the Final EIR.

Thank you in advance for dealing with these issues in the Final EIR.

Very truly yours,

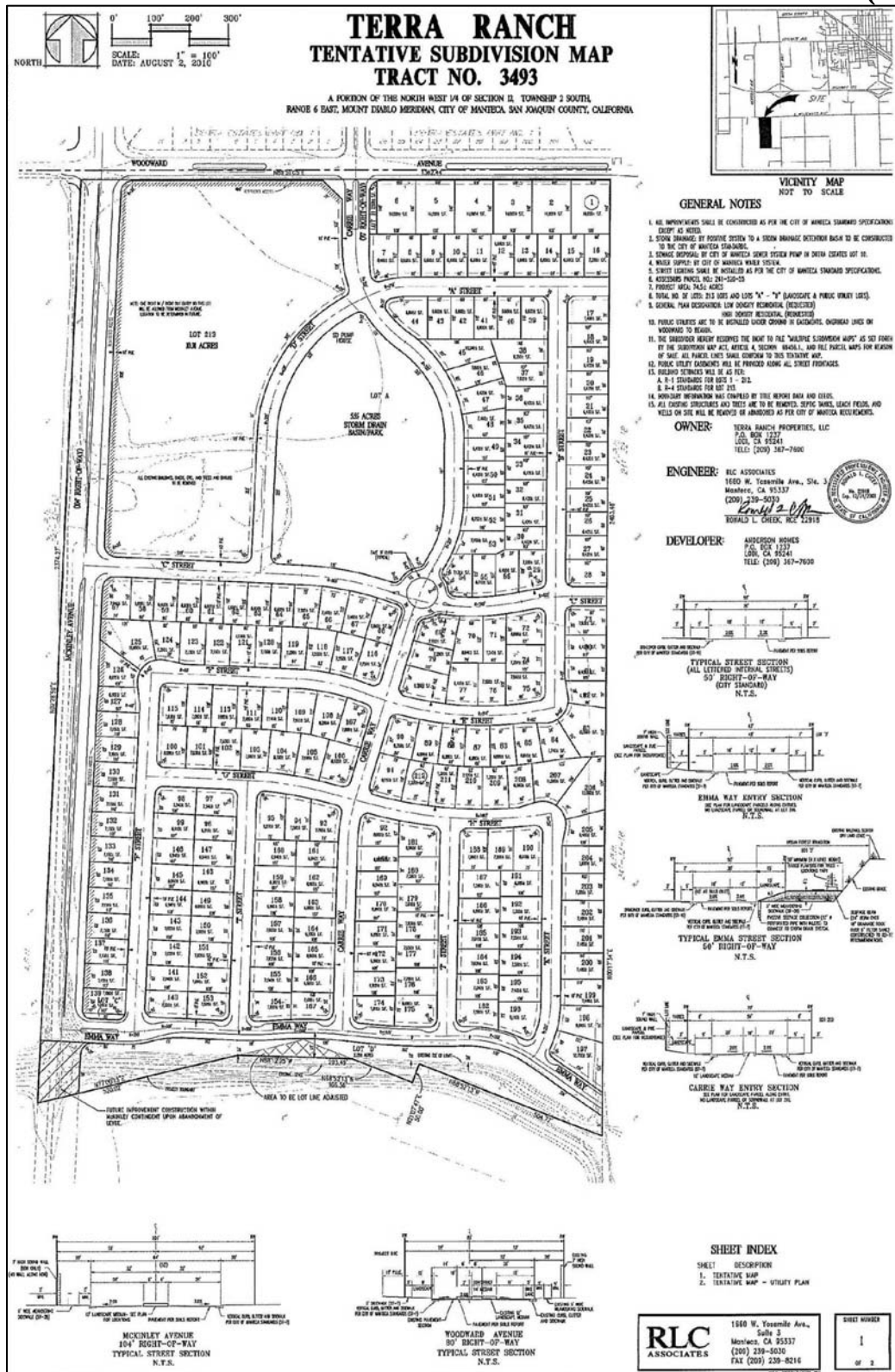
A handwritten signature in black ink that reads "Ronald L. Cheek".

RONALD L CHEEK
RLC Associates

Cc: Craig Barton, Anderson Homes
Albert Boyce, Atherton Boyce Development

1660 W. YOSEMITE AVENUE, SUITE 3 • MANTECA CA 95337 • (209) 239-5030 • FAX (209) 239-8216

Letter 8
(cont'd)



LETTER 8: RONALD CHEEK, RLC ASSOCIATES

Response to Comment 8-1

Comment 8-1 states that the Tentative Subdivision Map has been revised per updated Woodward Avenue standards and the number of single-family lots increased from 209 to 212. In response to the comment, the bottom of page 3-4, the first sentence of the third paragraph on page 3-8, and the second paragraph on page 3-9 of the Draft EIR, Chapter 3, Project Description, are hereby revised as follows, respectively:

The proposed ~~209~~ 212 single-family residential homes would surround the park. The ~~209~~ 212 single-family lots would range from 6,420 square feet to 13,100 square feet.

Construction of the proposed project would require grading of the site for proposed roads and building pads, trenching for water, sewer, and storm drainage improvements, and the construction of ~~209~~ 212 single-family homes and a 200-unit apartment complex.

Approval of the proposed Tentative Map is required in order to subdivide the approximately 74.5-acre site into ~~209~~ 212 R-1 lots, a 10-acre R-4 lot, a 5.55-acre park (which would also be utilized as a stormwater detention basin), and a 2.8-acre green belt/park in the southern portion of the project site adjacent to the existing dry levee (See Figure 3-3).

The changes shown above are for the Project Description chapter only. However, it should be noted that the changes should be applied at all instances throughout the Draft EIR in order to maintain consistency with the Project Description throughout the document.

It should be noted that, subsequent to the submittal of this comment letter, the Tentative Subdivision Map was further revised and submitted again. The current Tentative Subdivision Map allows for the subdivision to fit with Machado Estates, which is the future residential subdivision located directly adjacent to the eastern portion of the project site. Therefore, Figure 3-3 on page 3-5 of the Draft EIR and Figure 3-4 on page 3-7 of the Draft EIR (both in Chapter 3, Project Description of the Draft EIR) shall hereby be replaced as shown on the following pages.

Figure 3-3
Tentative Subdivision Map

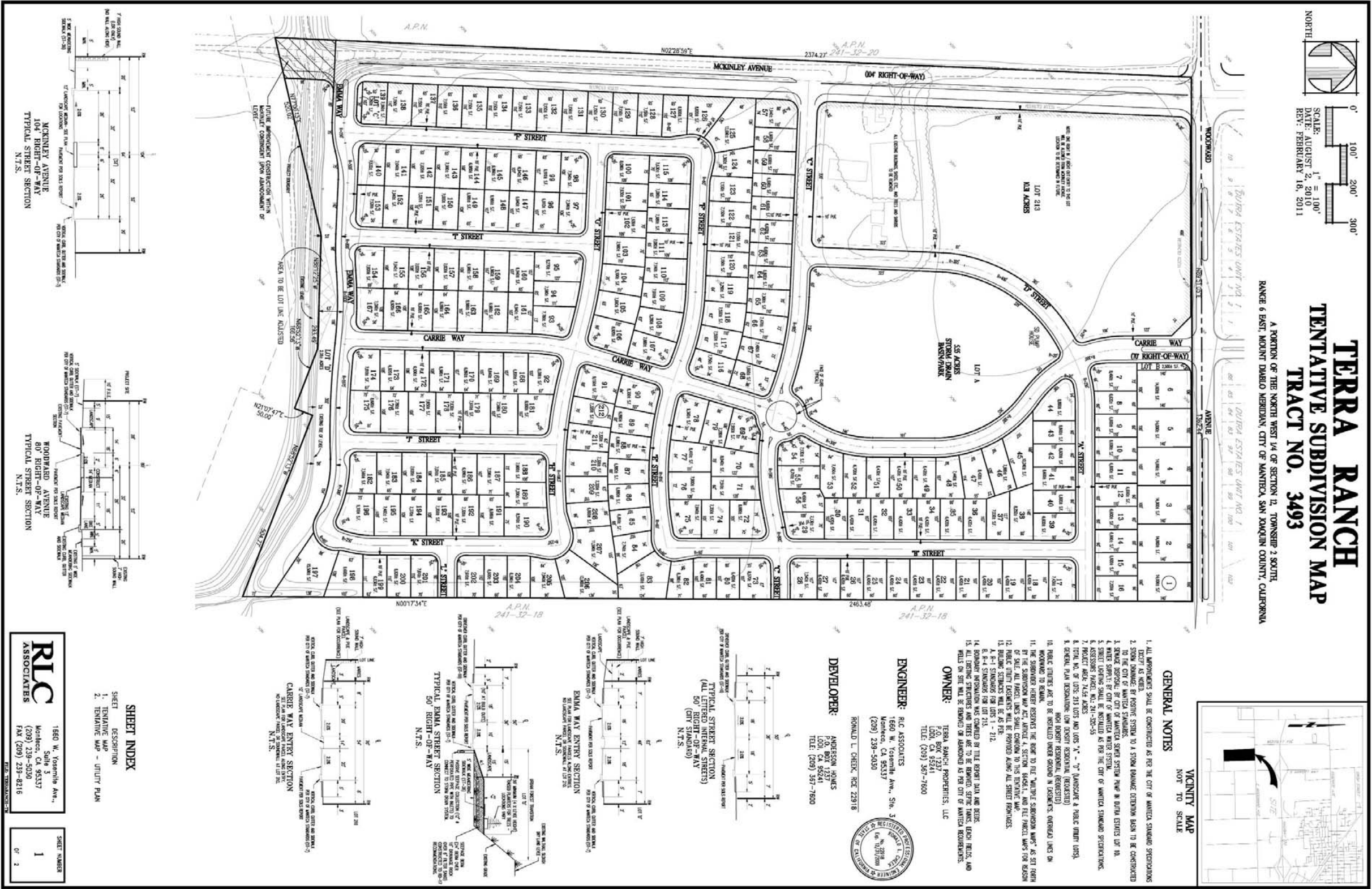
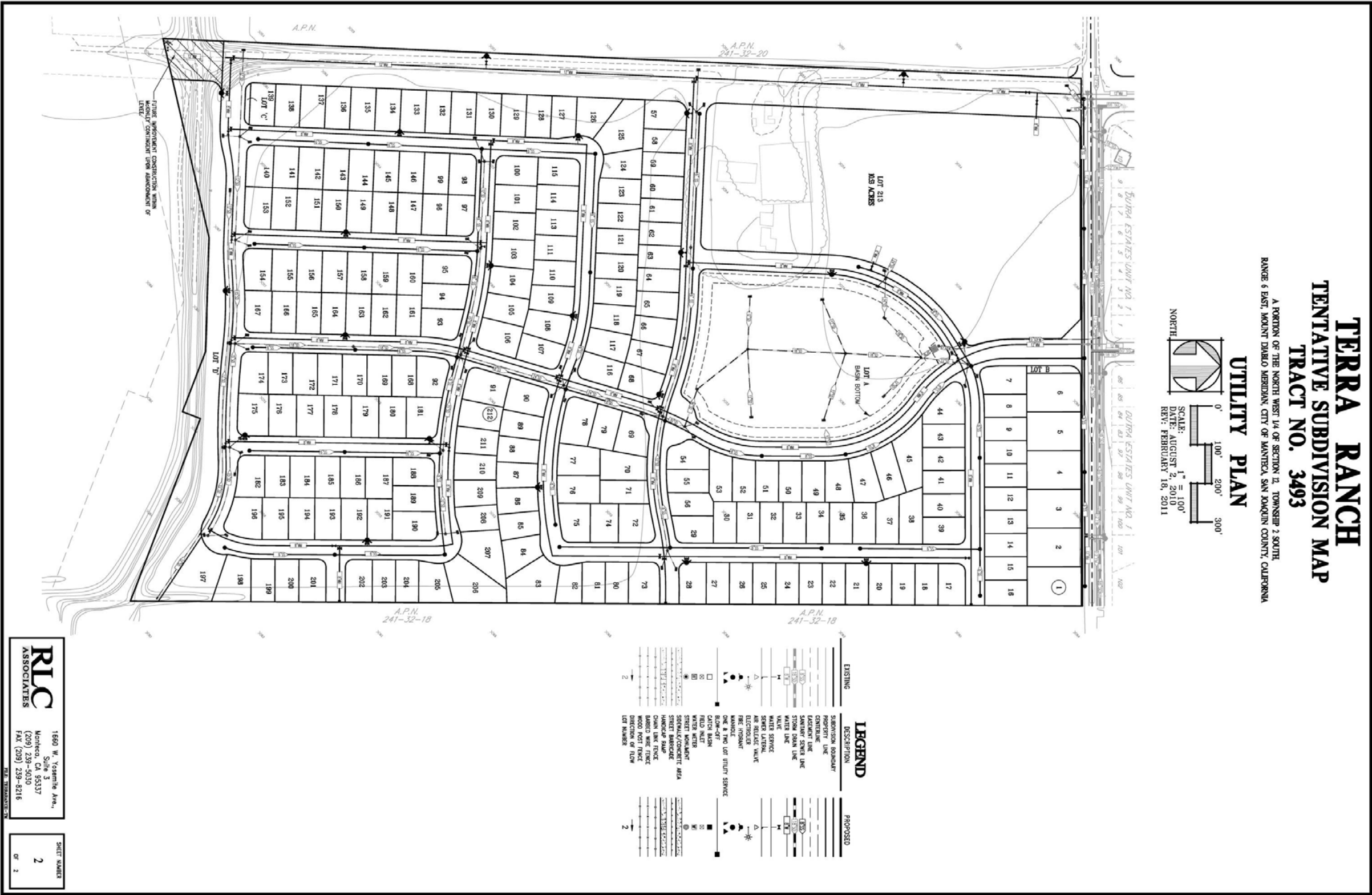


Figure 3-4
Utility Plan



The Tentative Subdivision Map is consistent with the updated Woodward Avenue standards. An increase of three lots would not cause a substantial increase in trip generation rates from what was analyzed in the Draft EIR. Accordingly, significant air quality and noise related impacts due to the slight increase in traffic would not occur and the Draft EIR analysis of the impacts would remain adequate. Although the lots increased by three, the total area of the proposed project development site would remain the same as what was analyzed in the Draft EIR. Therefore, the Draft EIR's analysis of the proposed project impacts, including impacts related to biological resources, cultural resources, geology, soils, and seismicity, and all others analyzed in the Draft EIR, would remain adequate and the conclusions presented in the Draft EIR would remain unchanged.

Response to Comment 8-2

In response to the comment, page 3-9, Chapter 3, Project Description is hereby revised as follows:

The City of Manteca has discretionary authority and is the lead agency for the proposed project. The proposed project requires approval of the following entitlements by the City of Manteca:

- General Plan Amendment to redesignate 10 acres of the portion of the site currently designated Medium Density Residential (MDR) to High Density Residential (HDR) and the remainder as Low Density Residential (LDR);
- Rezone of the 74.5-acre site from Planned Employment Center (PEC) to Single Family Residential (R-1) and Multiple Family Residential (R-4);
~~and~~
- Approval of Tentative Subdivision Map; and
- Approval of Site Plan for the 10-acre R-4 portion of the project site.

The proposed project would require the following additional City of Manteca approvals:

- ~~• Approval of Site Plan for the 10-acre R-4 portion of the project site;~~
- Approval of a Demolition Permit;
- Approval of a Grading Permit; and
- Approval of Building Permits.

The above change is to more accurately represent the proposed project entitlements and does not alter the conclusions in the Draft EIR. Although the Site Plan for the 10-acre R-4 portion of the project site was not included in the Draft EIR, the analysis included the 10-acre R-4 portion of the site, which was analyzed as a 200-unit apartment complex at the northwest corner of the project site. In addition, mitigation measures were required for the 10-acre R-4 portion. Therefore, the details of the Site Plan would not cause any additional environmental impacts, the analysis of the Draft EIR would be adequate, and the conclusions presented in the Draft EIR would remain unchanged.

Response to Comment 8-3

In response to the comment, page 4.1-11, Chapter 4.1, Aesthetics is revised as follows:

The proposed project site is bordered by agricultural uses consisting of row crops to the south, west, and east. In addition, the project site for the Machado ~~Ranch~~ Estates subdivision is located directly adjacent to the eastern portion of the project site. It should be noted that the EIR for the Machado ~~Ranch~~ Estates subdivision has been certified but the remaining entitlements have not yet been approved by the City. Development of the project site would alter the visual character of the project site from agricultural to residential. However, the residential uses would be similar to the residential uses to the north and planned residential to the east. Although landscaping would be incorporated into the project design, development of the project would include the removal of ornamental trees and agricultural vegetation on-site and would change the existing visual character of the site. Although the character of the project site would be permanently altered, the landscaping would increase the aesthetic quality of the project, and would thereby reduce the impacts the project would have on the conversion of the site to an urban setting. In addition, landscaping would be designed to be consistent with the goals and policies found in the Manteca GP. ~~However,~~ The project includes a ~~Rezone~~ from Planned Employment Center (PEC) to Single Family Residential (R-1) and Multiple Family Residential (R-4), which, per 17.29 of the Municipal Code, requires Special Design Review standards.

~~Therefore, without a~~ A site plan design has been submitted for review and approval by the Community Development Director for consistency with goals and policies found in the Manteca 2023 GP and Municipal Code. ~~Therefore,~~ impacts to the existing visual character or quality of the site and the site's surroundings would be **potentially less-than-significant**.

Mitigation Measure(s)

~~Implementation of the following mitigation measures would reduce the above impact to a less-than-significant level.~~

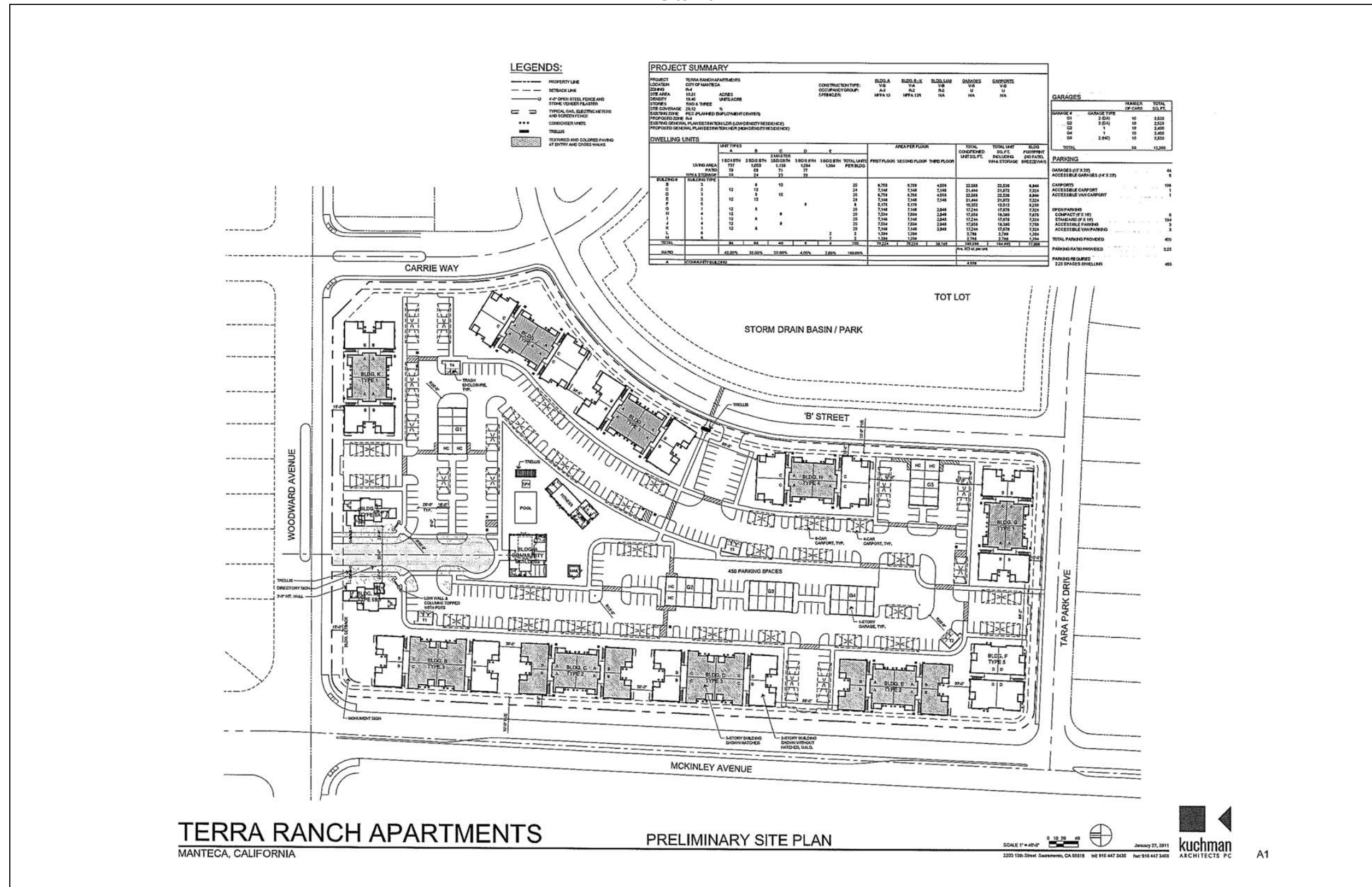
~~4.1-3 — Prior to the issuance of building permits, the applicant shall submit a site plan for the high-density residential (HDR) portion of the site, for review and approval by the Community Development Director.~~

None required.

The above change alters the conclusion in the Draft EIR, but would not result in a new significant environmental impact or a substantial increase in the severity of an environmental impact. Therefore, per CEQA Guidelines Section 15088.5, the Draft EIR does not require recirculation.

In addition, as discussed above, the site plan for the proposed project has been submitted since the publication of the Draft EIR; therefore, as shown on the following page of this Final EIR, the site plan is hereby added as Figure 3-5 of Chapter 3, Project Description, of the Draft EIR.

Figure 3-5
Site Plan



4. MITIGATION MONITORING AND REPORTING PLAN

4

MITIGATION MONITORING AND REPORTING PLAN

4.0 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Plan (MMRP) for the Terra Ranch Subdivision project. The project as approved includes mitigation measures. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.1 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Terra Ranch Subdivision project prepared by the City of Manteca. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR prepared for the proposed project.

The Terra Ranch Subdivision EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of

construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Manteca. The table attached to this report identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City of Manteca will be responsible for ensuring compliance.

During construction of the project, the City will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the City Community Development Department and will be thoroughly familiar with permit conditions and the MMRP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the attached table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMRP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and the City of Manteca;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

4.2 MITIGATION MONITORING AND REPORTING PLAN

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.1 Aesthetics					
4.1-4	Impacts associated with new sources of light and glare.	4.1-4 <i>Prior to Improvement Plan approval, the Improvement Plans shall show directionally shielded street lighting within the proposed project site that will be installed per City standards, as provided by the Public Works Department, Engineering Division.</i>	Public Works Department, Engineering Division	Prior to Improvement Plan approval	
4.2 Agricultural Resources					
4.2-1	Impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance Farmland to non-agricultural use.	4.2-1 <i>Prior to the issuance of building permit, the applicant shall submit proof of payment of the Agricultural Mitigation Fee to the Community Development Director.</i>	Community Development Director	Prior to issuance of building permits	
4.3 Air Quality and Climate Change					
4.3-1	Impacts related to construction emissions.	4.3-1(a) <i>During construction, the contractor shall comply with San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII (Fugitive Dust Rules), which includes the submittal of a dust control plan to the SJVAPCD at least 48 hours prior to any earthmoving or construction activities.</i>	SJVACPD	During Construction	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		4.3-1(b) <i>Prior to the issuance of a grading permit, the project applicant shall provide documentation stating that the project contractor shall utilize any combination of off-road construction equipment (uncontrolled engines and engines complying with California Air Resources Board Tier II and above engine standards) to achieve fleet average emissions equal to or less than the Tier II emissions standard of 4.8 NO_x g/hp-hr. The documentation shall be subject to the review and approval of the Community Development Department.</i>	Community Development Department	Prior to issuance of a grading permit	
		4.3-1(c) <i>Prior to the issuance of a building permit, the applicant shall submit an Air Impact Assessment (AIA) application to the San Joaquin Valley Air Pollution Control District (SJVAPCD), and pay any applicable off-site mitigation fees as required by District Rule 9510 and/or Rule 3180. Proof of compliance with SJVAPCD Rule 9510 and 3180 shall be provided to the Planning Division.</i>	SJVAPCD Planning Division	Prior to issuance of building permits	
4.3-3	Impacts related to regional air pollutant emissions as a result of the proposed project.	4.3-3(a) <i>Prior to final map approval, the plans shall include, for the review and approval of the City Engineer, only natural gas fireplaces (instead of wood-burning fireplaces or heaters) and natural gas lines</i>	City Engineer	Prior to final map approval	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		(if available to the project area) in backyard or patio areas to encourage the use of gas barbecues. In addition, only low- and/or no-volatile organic compound (VOC) containing coatings and paints shall be used during construction. 4.3-3(b) Prior to final map approval, the plans shall incorporate as feasible, the following: • Energy-efficient design shall be provided for homes and buildings, including automated control systems for heating and air conditioning and energy efficiency beyond California Code of Regulations Title 24 (California Building Standards Code) requirements, lighting controls and energy efficient lighting in buildings, increased insulation beyond Title 24 requirements, and light-colored roof materials to reflect heat; • Large canopy trees (15 Gallon) shall be carefully selected and located in front of each home. Homes located on corner lots shall have one tree per street frontage	Community Development Department	Prior to final map approval	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		to protect buildings from energy-consuming environmental conditions and shade paved areas; and - As many energy-conserving features as possible shall be incorporated into the design and operation of the proposed project. These include: - Increased wall and ceiling insulation (beyond building code requirements); - Energy-efficient windows (double-paned or Low-E); - Energy-efficient lighting, appliances, and heating and cooling systems; - Provision of low NO_x-emitting or high-efficiency, energy-efficient water heaters; - Installation of clean-energy features that promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems and small wind turbines); - Installation of			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>programmable thermostats for all heating and cooling systems;</i> <i>o Awnings or other shading mechanisms for windows;</i> <i>o Porch, patio, and walkway overhangs;</i> <i>o Ceiling fans or whole-house fans;</i> <i>o Passive solar cooling and heating designs (e.g., natural convection and thermal flywheels);</i> <i>o Daylighting (natural lighting) systems such as skylights, light shelves, and interior transom windows; and/or</i> <i>o Electrical outlets around the exterior of units to encourage the use of electric landscape maintenance equipment.</i>			
4.3-4	Impacts related to the cumulative effects of the proposed project on air quality.	4.3-4 <i>Implement Mitigation Measure 4.3-1(c).</i>	See Mitigation Measure 4.3-1(c)	See Mitigation Measure 4.3-1(c)	
4.3-5	Cumulative impacts related to GHG emissions and climate	4.3-5 <i>Prior to recordation of Final Map, the applicant shall prepare a Greenhouse Gas (GHG) Mitigation Plan. The GHG</i>	Planning Division	Prior to recordation of final map	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	change.	Mitigation Plan shall specify the Best Performance Standards (BPS) to be utilized by the project as well as any other mitigation included to reduce GHG emissions (e.g., the requirements within Mitigation Measure 4.3-3[b]) such that either the BPS estimated CO ₂ equivalent point reduction equals at least 29 percent or the project's estimated emissions are reduced to 5,931.92 tons of CO ₂ per year. The GHG Mitigation Plan shall be provided to the Planning Division for review and approval.			
4.4 Biological Resources					
4.4-2	Impacts to Swainson's hawk.	4.4-2(a) Prior to issuance of a grading permit, the applicant shall submit proof of payment of all San Joaquin Multi-Species Habitat Conservation and Open Space Plan Fees, for review and approval of the Planning Department. The SJMSCP fees shall include, but are not limited to, Swainson's hawk foraging habitat fees based upon the total acreage of the project as necessary to compensate for the loss of Swainson's hawk foraging habitat.	Community Development Department	Prior to issuance of a grading permit	
		4.4-2(b) Prior to issuance of a grading permit, pre-construction nesting surveys for Swainson's hawk shall be conducted by a	Community Development Department	Prior to issuance of a grading permit	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>qualified biologist, within a 30 day period, preceding the initiation of construction activities on the project site. If nesting Swainson's hawk are found, all construction activities shall remain a distance of two times the dripline of the tree, as measured from the nest, until it is determined by an SJCOG approved biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones.</i> <i>The project applicant has the option of retaining known or potential Swainson's hawk nest trees (i.e., trees in which are known to have nested within the past three years or trees, such as large oaks, which the hawks prefer for nesting) or removing the nest trees. If the project applicant elects to remove a nest tree, nest trees may be removed between September 1 and February 15, when the nests are unoccupied.</i>	SJCOG		
4.4-3	Impacts to western burrowing owl.	<i>4.4-3(a) Prior to issuance of a grading permit, pre-construction burrowing owl surveys shall be conducted by a qualified biologist, within a 30 day period, preceding the initiation of construction activities on the project site. The pre-construction</i>	Community Development Department CDFG	Prior to issuance of a grading permit	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>burrowing owl survey shall be conducted within 250 feet of the project site boundary. Presence or signs of burrowing owls and all potentially occupied burrows shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines. If burrowing owls are detected during the breeding season, the project applicant shall implement Mitigation Measure 4.4-3(b). If burrowing owls are detected during the non-breeding season the project applicant shall implement Mitigation Measure 4.4-3(c). Otherwise, if burrowing owls are not detected by sign or direct observation, the applicant shall implement Mitigation Measure 4.4-3(d).</i> 4.4-3(b) <i>Prior to initiation of any construction activities, during breeding season (February 1 to August 31), a non-disturbance buffer of 250 feet shall be established around each burrow with an active nest until the young have fledged and are able to exit the burrow, as determined by a qualified biologist. In the case of occupied burrows without active nesting, active burrows after the young have fledged, or if development commences after the breeding season,</i>	Community Development Department CDFG	Prior to initiation of any construction activities	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>passive relocation, which involves installing a one-way door at the burrow entrance to encourage the owls to move from the occupied burrow of the owls, shall be performed. The CDFG shall be consulted for current guidelines and methods for passive relocation of any owls found on the site.</i> 4.4-3(c) <i>Prior to initiation of any construction activities, during the non-breeding season (September 1 through January 31), a non-disturbance buffer of 160 feet shall be established around each burrow with an active nest until passive relocation is performed, which involves installing a one-way door at the burrow entrance to encourage the owls to move from the occupied burrow of the owls. The CDFG shall be consulted for current guidelines and methods for passive relocation of any owls found on the site.</i> 4.4-3(d) <i>Prior to initiation of any construction activities, the applicant shall implement measures to discourage occupation by western burrowing owls until the project can be completed. Western burrowing owls may be discouraged from entering or occupying areas around the construction</i>	Community Development Department CDFG Community Development Department	Prior to initiation of any construction activities Prior to initiation of any construction activities	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		zone by discouraging the presence of ground squirrels. Measures to prevent ground squirrels from occupying the project site include the following practices: - Planting new vegetation or retain existing vegetation covering the site at a height of approximately 36" above the ground. Vegetation should be retained until construction begins. Or - Alternatively, if western burrowing owls are not known or suspected on a project site and the area is an unlikely occupation site for California red-legged frogs, San Joaquin kit fox, or California tiger salamanders: - The applicant may disc or plow the project site to destroy any ground squirrel burrows. At the same time burrows are destroyed, ground squirrels shall be removed through			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		one of the following approved methods to prevent reoccupation of the project site. Detailed descriptions of these methods are included in Protecting Endangered Species, Interim Measures for Use of Pesticides in San Joaquin County, dated March 2000 (available from the SJCOG): i. Anticoagulants. Establish bait stations using the approved rodenticide anticoagulants Chlorophacinone or Diphacinone. Rodenticides shall be used in compliance with U.S. Environmental Protection Agency label standards and as directed by the San Joaquin County Agricultural Commissioner.			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		ii. Zinc Phosphide. Establish bait stations with non-treated grain 5-7 calendar days in advance of rodenticide application, then apply Zinc Phosphide to bait stations. Rodenticides shall be used in compliance with U.S. Environmental Protection Agency label standards and as directed by the San Joaquin County Agricultural Commissioner. iii. Fumigants. Use below-ground gas cartridges or pellets and seal burrows. Approved fumigants include Aluminum Phosphide (Fumitoxin, Phostoxin) and gas cartridges sold by the			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		local Agricultural Commissioner's office. NOTE: Crumpled newspaper covered with soil is often an effective seal for burrows when fumigants are used. Fumigants shall be used in compliance with U.S. Environmental Protection Agency label standards and as directed by the San Joaquin County Agricultural Commissioner. iv. Traps. For areas with minimal rodent populations, traps may be effective for eliminating rodents. If trapping activities are required, the use of, shall be consistent with all applicable laws and regulations.			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.4-4	Impacts to raptors and migratory bird species.	4.4.-4 <i>If project development activities occur during the breeding season for any of protected bird species, a pre-construction survey shall be conducted by a qualified biologist no more than 30 days prior to any ground disturbance activity. The CDFG considers the breeding season of protected bird species to be January 1 to August 31 of any given year.</i> <i>The project applicant shall be responsible to coordinate with the CDFG for the pre-construction survey(s) and implementing any measures required to avoid disturbance to the for red-tailed hawk, American kestrel, and other “raptor” species, as well as the horned lark, and other “passerine” birds. The survey area shall include all trees within 500 feet of the project site. If any active nests or burrows of raptors species are found, construction activities shall not occur within 300 feet of the nest until the young have fledged. If any active nests of non special-status species are found, construction activities shall not occur within 75 feet of the nest until the young have fledged. If determined by a qualified biologist, other restrictions may be imposed on construction activities in the</i>	Community Development Department CDFG	30 days prior to any ground disturbance activity	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>vicinity of any active nest(s). If construction activities are scheduled outside of the breeding period, then a pre-construction survey is not required.</i>			
4.5 Cultural Resources					
4.5-2	The proposed project could damage or destroy prehistoric cultural resources or human remains.	4.5-2(a) <i>If buried archeological resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, work would stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the City and other appropriate agencies.</i>	Community Development Department	During ground-disturbing activities	
		4.5-2(b) <i>If human remains of Native American origin are discovered during project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably</i>	Community Development Department NAHC County Coroner	During construction	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>suspected to overlie adjacent human remains until:</i> <i>• The county coroner has been informed and has determined that no investigation of the cause of death is required; and</i> <i>• If the remains are of Native American origin, the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC 5097.98</i> <i>Or</i> <i>• The NAHC was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</i> <i>According to the California Health and Safety Code, six or more human burials at</i>			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the NAHC.</i>			
4.5-3	Cumulative development in the City of Manteca, in conjunction with the development of the proposed project, could contribute incrementally to the regional loss of cultural resources in San Joaquin County.	4.5-3 <i>Implement Mitigation Measures 4.5-2(a) and 4.5-2(b).</i>	See Mitigation Measures 4.5-2(a) and 4.5-2(b)	See Mitigation Measures 4.5-2(a) and 4.5-2(b)	
4.6 Geology, Soils, and Seismicity					
4.6-1	Risks to people and structures associated with seismic activity, including liquefaction.	4.6-1(a) <i>Prior to final map approval, the applicant shall submit to the Engineering Division, for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on</i>	City Engineer	Prior to final map approval	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>the following:</i> • Road, pavement, and parking area design; • Structural foundations, including retaining wall design (if applicable); • Grading practices; • Erosion/winterization; • Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and • Slope stability (if applicable to any required trenching activities). 4.6-1(b) All grading and foundation plans shall be reviewed and approved by the Engineering Department prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	City Engineer	Prior to issuance of building permit	
4.6-2	Risks associated with structural damage from unstable or expansive soils.	4.6-2 Implement Mitigation Measures 4.6-1(a) and 4.6-1(b).	See Mitigation Measures 4.6-1(a) and 4.6-1(b)	See Mitigation Measures 4.6-1(a) and 4.6-1(b)	
4.7 Hazards and Hazardous Materials					
4.7-2	Impacts related to on-	4.7-2 Prior to initiation of any ground	City Engineer	Prior to initiation	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	site water supply wells.	<i>disturbance activities within 50 feet of a well, the applicant shall hire a licensed well contractor to obtain a well abandonment permit from San Joaquin County Environmental Health Department, and properly abandon the on-site wells, pursuant to review and approval of the City Engineer and the San Joaquin County Environmental Health Department.</i>	San Joaquin County Environmental Health Department	of any ground disturbance activities within 50 feet of a well	
4.7-3	Impacts related to facility storage tanks and other substance containers on-site.	4.7-3(a) <i>Prior to the issuance of a grading permit, the aboveground and underground storage tanks shall be removed and properly abandoned, pursuant to review and approval of the City Engineer and the San Joaquin County Environmental Health Department.</i> 4.7-3(b) <i>If aboveground and/or underground storage tanks are located on-site, before site grading and excavation of soils in the area of facility storage tanks, the area shall be evaluated for unusual odors, visible discoloration, or other indications of soil contamination. If soils suspected of being contaminated are encountered, they shall be stockpiled on plastic sheeting. Stockpiled soils shall be sampled in accordance with Regional Water Quality Control Board (RWQCB) guidelines, and</i>	City Engineer San Joaquin County Environmental Health Department Community Development Department RWQCB	Prior to the issuance of a grading permit Prior to issuance of a grading permit	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>the findings forwarded to the RWQCB for review. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines.</i>			
4.7-4	Impacts related to the presence of septic systems.	4.7-4 <i>Prior to initiation of any ground disturbance activities within 50 feet of a septic tank, the applicant shall hire a qualified geotechnical engineer, and properly abandon the on-site septic systems, pursuant to review and approval of the City Engineer and the San Joaquin County Environmental Health Department.</i>	City Engineer San Joaquin County Environmental Health Department	Prior to initiation of any ground disturbance activities within 50 feet of a septic tank	
4.7-5	Impacts related to the existing on-site structures and potential exposure to asbestos and lead-based paint.	4.7-5(a) <i>Prior to issuance of a demolition permit by the City for any on-site structures, the project applicant shall provide a site assessment that determines whether any structures to be demolished contain asbestos. If structures do not contain asbestos, further mitigation is not required. If any structures contain asbestos, the application for the demolition permit shall include an asbestos abatement plan consistent with federal, State, and local standards, subject to approval by the City Engineer.</i>	City Engineer	Prior to issuance of a demolition permit	
		4.7-5(b) <i>Prior to issuance of a demolition permit by the City for any on-site structures, the</i>	City Engineer	Prior to issuance of a demolition	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>project applicant shall provide a site assessment that determines whether any structures to be demolished contain lead paint. If structures do not contain lead-based paint, further mitigation is not required. If lead-based paint is found, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with federal, State, and local regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with federal, State, and local regulations subject to approval of the City Engineer.</i>		permit	
4.7-6	Impacts related to the presence of pesticide and/or herbicide residues in on-site soils.	4.7-6 <i>In conjunction with the submittal of Improvement Plans, the applicant shall submit a soil assessment with surficial soil samples to determine the presence of pesticides. If pesticide concentrations higher than the allowable threshold are detected, the soil assessment shall include the appropriate mitigation including, but not limited to, soil remediation to an acceptable TTLC level per applicable</i>	City Engineer	In conjunction with the submittal of Improvement Plans	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>State and federal regulations.</i>			
4.7-7	Impacts related to on-site soil staining from diesel fuel and farm equipment storage.	4.7-7 <i>Prior to the issuance of a grading permit, the project applicant shall retain the services of a qualified engineer for the purpose of collecting and testing the stained soils on-site to determine if the soils are contaminated above acceptable exposure levels. If the stained soils are not found to be contaminated above acceptable exposure levels, further mitigation is not required. If contamination above acceptable exposure levels is identified, the project applicant shall submit a remediation plan that includes the removal and proper disposal of contaminated soils and source containers, to the satisfaction of the City Engineer and the San Joaquin County Environmental Health Department.</i>	City Engineer San Joaquin County Environmental Health Department	Prior to issuance of a grading permit	
4.8 Hydrology and Water Quality					
4.8-1	Project impacts to the existing drainage pattern and surface runoff.	4.8-1 <i>Prior to the recording of the Final Map, the applicant shall develop and implement a master drainage plan, subject to the review and approval of the City Engineer. This plan shall address the following requirements:</i> <i>Refined calculations of pre-development runoff conditions and</i>	City Engineer	Prior to recordation of Final Map	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>post-development runoff scenarios, using appropriate engineering methods, to evaluate potential changes to runoff through specific design criteria and account for increased surface runoff;</i> <i>• A refined assessment of existing drainage facilities within the project area and an inventory of necessary upgrades, replacements, redesigns, and rehabilitation;</i> <i>• A proposed maintenance program for the on-site drainage system; and</i> <i>• Phasing standards for drainage systems to be installed on a project- /parcel-specific basis.</i> <i>Drainage systems, including any detention basin(s), shall be designed in accordance with the City's and other applicable flood control design criteria. As a performance standard, measures to be implemented from the master drainage plan shall provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and ensure that</i>			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		people and structures are not exposed to additional flood risk. Prior to issuing a grading permit, the City shall require the project applicant to demonstrate that the portion of the project subject to the grading permit is consistent with the recommendations and conclusions of the master drainage plan and shall implement the measures identified in the plan. If the plan does not adequately address the drainage impacts of the specific development, the City shall require the applicant to prepare additional analysis and incorporate measures consistent with the scope and performance standards associated with the plan to ensure that drainage and flooding impacts are avoided.			
4.8-2	Construction-related impacts to surface water quality	4.8-2(a) To reduce or eliminate construction-related turbidity or sediment water quality effects, the City will require the project contractors to comply with the requirements of the City's Storm Water Management Program. In addition, the City will require the project contractors to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size.	City Engineer RWQCB	During construction	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>A SWPPP will be developed by a qualified engineer or erosion control specialist in accordance with the Central Valley RWQCB requirements for NPDES compliance and implemented prior to the issuance of any grading permit before construction. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</i> <i>Compliance and coverage with the Storm Water Management Program and General Construction Permit will require controls of pollutant discharges that use BMPs and technology to reduce erosion and sediments to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point-source runoff. Measures range from source control, such as reduced surface disturbance, to the treatment of polluted runoff, such as detention basins.</i> <i>BMPs to be implemented as part of the Storm Water Management Program and General Construction Permit (and SWPPP) may include the following practices.</i>			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		• Temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed to control erosion from disturbed areas. • Use a dry detention basin (which is typically dry except after a major rainstorm, when it will temporarily fill with stormwater), designed to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge. Basin features will include maintenance schedules for the periodic removal of sediments, excessive vegetation, and debris that may clog basin inlets and outlets. • Cover, or apply nontoxic soil stabilizers to, inactive construction areas (previously graded areas inactive for 10 days or more) that could contribute sediment to waterways. • Enclose and cover exposed			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>stockpiles of dirt or other loose, granular construction materials that could contribute sediment to waterways.</i> <i>• Ensure that no earth or organic material will be deposited or placed where it may be directly carried into a stream, marsh, slough, lagoon, or body of standing water.</i> <i>• Prohibit the following types of materials from being rinsed or washed into the streets, shoulder areas, or gutters: concrete, solvents and adhesives, thinners, paints, fuels, sawdust, dirt, gasoline, asphalt and concrete saw slurry, and heavily chlorinated water.</i> <i>• Ensure that grass or other vegetative cover will be established on the construction site as soon as possible after disturbance.</i> <i>The City, its contractors, or the project applicant will select a combination of BMPs that is expected to minimize runoff flows and remove contaminants from stormwater discharges. The final selection</i>			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>of BMPs will be subject to approval by the RWQCB. The City will verify that an NOI has been filed with the SWRCB and that a SWPPP has been developed before allowing construction to begin. The City will perform inspections of the construction area, to verify that the BMPs specified in the SWPPP are properly implemented and maintained. The City will notify contractors immediately if there is a noncompliance issue and will require compliance. If necessary, the City will require that additional BMPs be designed and implemented if those originally constructed do not achieve the identified performance standard.</i> 4.8-2(b) <i>If construction occurs when flows are present in on-site drainages, the contractor shall implement measures to protect surface water quality, such as flow diversions, impoundments (e.g., coffer dams), or other methods to avoid the direct exposure of surface water to sediment created as part of construction activity. As a performance standard, the measures shall maintain basin plan standards for turbidity, as follows.</i> <i>Where natural turbidity is between</i>	City Engineer	During construction	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>0 and 5 Nephelometric Turbidity Units (NTUs), increases will not exceed 1 NTU.</i> <i>Where natural turbidity is between 5 and 50 NTUs, increases will not exceed 20 percent.</i> <i>Where natural turbidity is between 50 and 100 NTUs, increases will not exceed 10 NTUs.</i> <i>Where natural turbidity is greater than 100 NTUs, increases will not exceed 10 percent.</i> <i>Where the project has potential to result in elevated turbidity, monitoring shall be performed at least twice daily at upstream and downstream locations to determine whether the standards outlined above have been met. In the event that they are not being met, the turbidity-generating activities shall cease until turbidity is within the identified limits, and construction methods or turbidity control measures shall be modified to ensure that turbidity limits continue to be met.</i>			
4.8-3	Operational water quality degradation associated with urban runoff from the project site.	4.8-3 To reduce or eliminate water quality effects from polluted runoff from the project, the developer or applicant shall implement multiple BMPs in areas with a potential to drain into storm drainage	City Engineer	Prior to issuance of building permit	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		systems or surface waters. The BMPs may include a combination of source control, structural elements, and treatment systems. BMPs may include the practices below. • Dry detention basins—which are typically dry except after a major rainstorm, when they temporarily fill with stormwater—will be created and designed to decrease runoff during storm events, prevent flooding, and allow for off-peak discharge. Basin features will include maintenance schedules for the periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets. • Grass buffer strips, high infiltration substrates, and grassy swales will be used where feasible throughout the project site to reduce runoff, serve as biofilters, and provide initial stormwater treatment. This type of treatment will apply particularly to parking lots. • Physical devices will be placed at outlets of pipes and channels to reduce the velocity or the energy of			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>exiting water. Outlet protection helps to prevent scour and minimize the potential for downstream erosion by reducing the velocity or energy of concentrated stormwater flows.</i> <i>The City, contractors, or the project applicant shall select a combination of BMPs that is expected to remove contaminants from stormwater discharges. The final selection and design of BMPs shall provide maximum contaminant removal, represent the BAT that is economically achievable, and explicitly identify the expected level of effectiveness at contaminant removal.</i> <i>The City shall conduct inspections following the construction to ensure that all identified BMPs have been properly installed. The project shall adopt a regular maintenance and monitoring schedule to ensure that these BMPs function properly during project operations. If necessary, the City shall require that additional BMPs be designed and implemented if those originally constructed do not achieve the identified performance standard.</i>			

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.9 Land Use and Planning					
4.9-3	Compatibility with existing adjacent land uses.	4.9-3 <i>The applicant/developer shall inform and provide recorded notice to prospective buyers within 1,000 feet of agricultural land in writing and prior to purchase, as prescribed by the City's Right to Farm Ordinance, about existing and on-going agricultural activities in the immediate area in the form of a disclosure statement. The notifications shall disclose that Manteca and San Joaquin County are agricultural areas and residents of the property may be subject to inconvenience or discomfort arising from the use of agricultural chemicals, and from pursuit of agricultural operations, including, but not limited to cultivation, irrigation, plowing, spraying, aerial application, pruning, harvesting, crop protection, and agricultural burning which occasionally generate dust, smoke, noise, and odor. The language and format of such notification shall be reviewed and approved by the Community Development Director prior to recording final maps. Each disclosure statement shall be acknowledged with the signature of each prospective property owner.</i>	Community Development Director	Prior to recordation of final maps and at the time of each sale	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
4.10 Noise					
4.10-2	Expose proposed receptors to traffic-related noise levels that exceed the City of Manteca exterior noise level standards.	4.10-2 <i>In conjunction with submittal of Improvement Plans, the applicant shall show on the Improvement Plans the primary outdoor activity area for the multi-family residential (such as a club house or pool area) maintaining a setback of 125 feet from the centerline of Woodward Avenue, and a setback of 175 feet from the centerline of McKinley Avenue. As an alternative, the applicant shall show on the Improvement Plans a noise barrier six feet in height along the property lines of the multi-family residential adjacent to Woodward Avenue and McKinley Avenue, which would result in traffic noise levels complying with the exterior noise level criterion of 60 dB Ldn. The Improvement Plans shall be subject to review and approval by the City Engineer.</i>	City Engineer	In conjunction with submittal of Improvement Plans	
4.10-3	Expose proposed receptors to traffic-related noise levels that exceed the City of Manteca interior noise level standards.	4.10-3(a) <i>Implement Mitigation Measure 4.10-2.</i> 4.10-3(b) <i>Prior to the issuance of building permits, the applicant shall show proof on the building plans that all second floor residential facades parallel to and within 125 feet of the centerline of McKinley Avenue have STC 30 rated windows, for</i>	See Mitigation Measure 4.10-2 City Building Official	See Mitigation Measure 4.10-2 Prior to issuance of building permit	

MITIGATION MONITORING AND REPORTING PLAN					
TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>the review and approval of the City Building Official.</i>			
4.10-4	Construction noise impacts.	4.10-4(a) Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way shall be restricted to the hours of 7 a.m. to 8 p.m., for review and approval of the City Building Official. 4.10-4(b) The applicant/developer shall include the following mitigation measures on the Improvement Plans to be approved by the City Engineer prior to the approval of the Improvement Plans or initiation of any grading or construction activity: • Equip all equipment driven by internal combustion engines with intake and exhaust mufflers that are in good condition and appropriate to the equipment. Unnecessary idling of internal combustion engines should be strictly prohibited; • Stationary noise-generating equipment, such as air compressors or portable power generators, must be located the greatest distance applicable from sensitive receptors. Construct	City Building Official City Engineer	During construction Prior to the approval of the Improvement Plans or initiation of any grading or construction activity	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<i>temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses;</i> • <i>Utilize “quiet” air compressors and other stationary noise sources where technology exists;</i> • <i>Designate a “disturbance coordinator” who would be responsible for responding to any local complaints regarding construction noise. The disturbance coordinator will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented; and</i> • <i>Notify prospective residents within the adjacent subdivision that the development of the commercial portion of the site would generate noise levels during construction that may be considered excessive or annoying.</i>			
4.11 Transportation, Traffic, and Circulation					
4.11-1	The proposed project could cause potentially	4.11-1 <i>Prior to the beginning of construction, the applicant shall prepare a construction</i>	City Engineer	Prior to the beginning of	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	significant traffic impacts during construction.	<i>traffic management plan to the satisfaction of the City Engineer. The plan shall ensure that acceptable operating conditions are maintained on local roadways during peak travel hours.</i>		construction	
4.11-3	The proposed project could cause potentially significant impacts to freeway facilities.	<i>4.11-3 The project applicant shall pay the appropriate San Joaquin County Regional Traffic Impact Fee (RTIF), which is collecting fees from new developments to help fund the widening of SR 120 to six lanes.</i>	Community Development Department	Prior to issuance of building permit	
4.11-8	The proposed project could cause potentially significant impacts to study intersections.	<i>4.11-8 The project applicant shall pay its fair share toward improvements to the SR 120/Airport Way interchange. The project's fair share is estimated to be 0.7 percent. The following improvements would be necessary to accommodate the cumulative volumes:</i> • <i>Construct loop on-ramps;</i> • <i>Widen overcrossing to include two northbound and three southbound lanes;</i> • <i>Widen SR 120 EB and WB off-ramps to include two left-turn lanes and two right-turn lanes;</i> • <i>Re-stripe the Airport Way/Daniels Street intersection to include a third SB through lane and an exclusive NB right-turn lane; and</i>	Community Development Department	Prior to issuance of building permit	

MITIGATION MONITORING AND REPORTING PLAN TERRA RANCH SUBDIVISION					
Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		Re-stripe the EB Daniels Street approach to include left, shared, left/through, and two right-turn lanes with right-turn overlap phasing.			
4.11-9	The proposed project could cause potentially significant impacts to freeway facilities.	4.11-9 Implement Mitigation Measure 4.11-3 (Pay RTIF).	See Mitigation Measure 4.11-3	See Mitigation Measure 4.11-3	