

FINAL
PROGRAMMATIC AND PROJECT-LEVEL
ENVIRONMENTAL IMPACT REPORT

FOR THE

MANTECA FAMILY ENTERTAINMENT ZONE
(SCH: 2014022008)

AUGUST 18, 2015

Prepared for:

Manteca Community Development Department, Planning Division
1001 West Center Street
Manteca, CA 95337
(209) 456-8511

Prepared by:

De Novo Planning Group
1020 Suncastr Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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Since 2010, the City of Manteca has been in the process of developing a plan for a comprehensive multipurpose public use zone called the Manteca Family Entertainment Zone (FEZ). The plan is intended to encompass multiple projects and parcels that provide an extensive recreation complex featuring new and existing recreation, park, water, sports and other leisure amenities. The Project site is intended to be open and accessible to the general public, and to serve the state, region, and the Manteca community as a multipurpose recreation center and public park facility. The FEZ will feature a wide range of active and passive open space and developed uses that will support short term and longer term activities and community events for users ranging from local citizens, day and weekend regional visitors, as well as destination tourists.

The Master Plan for the FEZ was developed in cooperation with the two private sector developers who are proposing to design and build the facility. The Master Plan will provide the appropriate zoning designation for the FEZ as well as provide development standards to implement future development within the Project site.

Projects and uses in the FEZ may be constructed and operated through a series of third party agreements, concessions and/or licensing agreements which may include ground leases of up to 55 years, with some uses needing longer lease terms up to 99 years. Projects and uses may be constructed and operated through a series of private-public partnerships whereby private sector operators and vendors of various public facilities are selected to develop and operate components of the FEZ. These components may include: public active and passive recreation and park facilities and sports amenities, and various commercial operations that are ancillary to the foregoing public facilities.

The FEZ will include public active and passive recreation and sporting facilities to be operated by public agencies and/or private sector vendors or operators, including the addition of the ball fields associated with and adjacent to Big League Dreams (BLD) Park, as well as the addition of multi-purpose playfields, primarily for soccer.

Certain project components will be public visitor serving in support of the extended use of the various public recreation and sporting amenities (such as hotels, restaurants, retail, and conference centers). Proposed and future development projects will include recreation tourism facilities such as overnight lodging, conference/convention/ exhibition facilities and specialized recreation attractions such as an indoor water park available to overnight guests. The primary objective of such uses is to expand the access to current and future public sports and recreation facilities, and expand access for out-of-area public participation in tournaments and training camps. These features will enable and increase the number and duration of extended stay periods for visitors and help facilitate public access for broader uses such as special events and on-site educational activities. Certain components and phases of the FEZ may include commercial retail and restaurant uses that serve park facility patrons and tournament participants and spectators as well as local clientele.

Master Plan Overview

The Master Plan will create an overlay zone to the existing zoning of Public/Quasi-Public (PQP). The Master Plan includes a comprehensive land plan with design standards and guidelines to guide the development of the 210.7 acres. The Master Plan provides for a multi-use development that offers a significant opportunity for the City of Manteca to attract recreation, entertainment, retail, restaurant, and commercial uses.

The Project site incorporates the existing approximate twenty-eight (28) acre Big League Dreams (BLD) facility and provides an additional twenty-five (25) acres to expand BLD and provide soccer fields. There is approximately sixty-two (62) acres identified for a potential mix of indoor and outdoor entertainment/recreational uses including a location for an outdoor stadium. The Project site provides approximately thirty-three (33) acres of commercial shopping that will generate approximately three hundred sixty thousand (360,000) square feet of retail and dining type uses. There is approximately twenty-nine (29) acres provided for a hotel/lodge, convention center and indoor water park. The balance of the Project site (33.7 acres) is used for roadway infrastructure.

The Master Plan is comprised of four basic design components: Retail and Restaurant, Recreation and Sports, Hotel, and Entertainment. Each is described below.

RETAIL AND RESTAURANT

The Destination Retail and Restaurant area provides an opportunity to attract job generation and economic development to the west side of Manteca. It is strategically located along the State Route 120 corridor to ensure project visibility for future end-users, and to provide access to the State Route 120 corridor. The relationship to the existing and proposed recreational facilities and the hotel provides for customer base.

RECREATION AND SPORTS

The proposed recreational and sports uses serve to augment the existing and established success of Big League Dreams. This will serve as the integral part of the overall Project site providing passive and active open space, recreation areas, sports fields, stadiums, as well as gathering spaces for the community. Located throughout the Project site, the recreation areas will remain easily accessible to all users of the FEZ through a well-integrated and well-planned internal street network that encourages both bicycle and pedestrian use.

HOTEL

The proposed hotel site will serve to provide lodging for users coming into town for the destination experience. It is to be a full service hotel with additional recreational and dining opportunities. A convention center shall be provided with the hotel and the hotel shall also provide recreation facilities that are complimentary to the FEZ, such as a water park.

ENTERTAINMENT

The proposed entertainment areas serve to provide enjoyment for the whole family. Through thoughtful design this central piece of the FEZ will serve to bring people together to enjoy communal leisure time. It will be comprised of a variety of recreation and leisure activities which may include: miniature golf, golf cart racers, arcade games, and Laser-tag, among other things.

Land Use Concept

The Master Plan provides a comprehensive land use planning tool that provides the framework for development of the approximately 210.7 acre Project site. The intent of the Master Plan is to ensure a quality built environment that integrates a mix of land uses under a single uniform set of design and development standards. The FEZ Master Plan intends to build upon the success of the Big League Dreams facility by providing additional sports and field recreation, hotel and tourism, entertainment, retail, commercial and restaurant uses along the highly visible State Route 120 corridor. Although the FEZ may develop in multiple phases as individual land use/planning areas, the Master Plan will help the separate phases come together and operate as a cohesive and integrated entertainment/recreational facility.

The Master Project site is divided into 16 Planning Areas (“PAs”) with five land use categories to group similar land uses: Retail and Restaurant, Entertainment, Hotel Resort, Recreation and Sport (fields), and Parking. Table ES-1 provides a summary of the planning areas.

It is to be noted that Planning Areas 1-15 and Planning Area 16 have distinct design concepts that are defined independently of each other through the Master Plan. Planning Areas 1-15 are to be developed with an ‘Early California’ architectural and landscape theme. Planning Area 16 is a ‘Natural Rustic’ architectural and landscape theme. These two distinct themes work together to create a dynamic Master Plan with integrated uses and an integrated theme of Early California and Natural Rustic with Daniels St. creating the transition between the two themes.

The Planning Areas serve as the basis for all of the land use and development recommendations contained in the FEZ Master Plan.

TABLE ES-1: PLANNING AREA PROJECT BUILD-OUT SUMMARY

<i>Planning Area</i>	<i>Projected Land use</i>	<i>Gross Land Area (acre)</i>
PA-1	Outdoor Sports Fields	11.68
PA-1a	New Baseball/Softball Field	3.08
PA-1b	New Baseball/Softball Field	2.61
PA-2	Outdoor Sports Fields	4.02
PA-2a	Outdoor Sports Fields	3.32
PA-3	Retail, Food & Beverage	2.94
PA-4	Main Street Retail	3.61
PA-5	Retail, Dining and Entertainment	27.33
PA-6	Future FEZ Expansion	12.63
PA-7	Adventure Zone	6.97
PA-8	Indoors Sports	3.55
PA-9	Family Entertainment	6.95
PA-10	Family Entertainment	5.25
PA-11	Stadium	12.44
PA-12	Speed Zone/Outdoor Sports	8.99

PA-13	Parking	3.06
PA-14	Parking	4.22
PA-15	Parking	3.19
PA-16	Hotel, Conference Center & Indoor Water Park	28.03
FEZ Planning Area Totals		153.87
Existing Big League Dreams Site		28.43
Roads / R.O.W.		27.89
McKinley Avenue R.O.W. Expansion		0.48
Totals		210.67

Planning Areas and Summary

A land use plan is shown in Figure 2-6. Figure 2-7a illustrates the planning areas and Figure 2-7b presents the tentative parcel map. It is envisioned that the FEZ Planning Areas will develop within four broader land use categories. The following is a brief overview of the potential land uses within the land use categories and Planning Areas.

Retail and Restaurants – (PA-3, PA-4, and PA-5)

- Open-air Retail, Dining, and Entertainment Village
 - Man-made lake / retention basin (see Section 4.3 – Infrastructure for a definition of the two options). If the lake option is selected, it is to be an amenity, with the potential of personal paddle craft and/or kayaks, but not a swimming facility
 - Lakeside/Basin edge boardwalk promenade with semi-pervious paving
 - Retail shops
 - Restaurants, cafes, bistros, coffee shops, micro-brewery
 - Small outdoor amphitheater
 - Outdoor entertainment / performance plaza

Entertainment – (PA-6, PA-7, PA-9, PA-10, PA-12)

- Family Entertainment
 - Miniature golf, family arcade games, Laser-tag, Ball Crawl, etc.
 - Rock-climbing wall, ropes course, Flow-rider, zip-line, hard surface skate park
- Outdoor Sports/ Speed Zone
 - BMX course
 - Electric motorized mini-car race course

Hotel/Resort – (PA-16)

- Resort:
 - This parcel is envisioned to be occupied by a destination hotel oriented toward tourism and leisure, primarily for families, but also to serve business conferences.
 - Indoor and outdoor water park
 - Conference center

Recreation and Sports – (PA-1, PA-1a, PA-1b, PA-2, PA-2a, PA-8, PA-11)

- Outdoor Regional Sports Zone
 - Existing Big League Dreams complex
 - Additional baseball fields for Big League Dreams
 - Multi-purpose/soccer fields in varying sizes

- * Note: Play fields are expected to be available for use as public open space prior to 4:30PM on weekdays.
- Indoor All-season Sports Center
 - Basketball, volleyball, cheerleading, gymnastics
- Championship Playfield
 - International-sized multi-purpose play field with fixed stadium seating.

Parking – (PA-13, PA-14 and PA-15)

- Parking Zones:
 - FEZ parking areas
 - Easements

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final Environmental Impact Report (FEIR) for the proposed project has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that an FEIR consist of the following:

- the Draft Environmental Impact Report (Draft EIR) or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The City of Manteca, as the lead agency, has prepared the Draft EIR and this Final EIR to disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where

feasible, minimize environmental impacts of proposed projects, and confers an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

This document and the Draft EIR, as amended herein, constitute the Final EIR, which will be used by the City of Manteca to determine whether to approve, modify, or deny the proposed project in light of the project's environmental effects. The EIR will be used as the primary environmental document to evaluate full development, all associated infrastructure improvements, and permitting actions associated with proposed project. All of the actions and components of the proposed project are described in detail in Section 2.0 of the Draft EIR.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION ---

1st Public Circulation

The City of Manteca circulated a Notice of Preparation (NOP) of an EIR for the proposed Project on February 4, 2014 to responsible agencies, trustee agencies, the State Clearinghouse, the Native American Heritage Commission, and the public. A public scoping meeting was held on February 20, 2014 to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. The City received five NOP comments from the following agencies: California Department of Transportation, Central Valley Regional Water Quality Control Board, San Joaquin County Public Works Department, San Joaquin Council of Governments, and the San Joaquin Valley Air Pollution Control District. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and comments received on the NOP by interested parties are presented in Appendix A of the Draft EIR.

2nd Public Circulation (Recirculation)

After the initial circulation of the NOP on February 4, 2014, the project boundary was reduced, more Project details became available, and the Project became more refined. Based on these changes the City determined that they should recirculate an NOP with the current Project Description as refined/modified. Subsequently, the City recirculated the NOP on November 14, 2014 to responsible agencies, trustee agencies, the State Clearinghouse, the Native American Heritage Commission, and the public. Also, a second public scoping meeting was held on December 3, 2014 to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. The City received five NOP comments from the following agencies: Native American Heritage Commission, a second letter from the Native American Heritage Commission, the Central Valley Regional Water Quality Control Board, Neighbors United, and the San Joaquin Valley Air Pollution Control District. Concerns raised in

response to the NOP were considered during preparation of the Draft EIR. The entire updated Project Description is included in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The City of Manteca published a public Notice of Availability (NOA) for the Draft EIR on May 5, 2015, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2014022008) and the County Clerk, a newspaper of regional circulation pursuant to the public noticing requirements of CEQA. The public review period was from May 5, 2015 through June 19, 2015 (45 days).

The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The City of Manteca received eight (8) comment letters on the Draft EIR during the public review period. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the comments received during the public review period.

The Final EIR also contains minor edits to the Draft EIR, which are included in Section 3.0, Errata. This document and the Draft EIR, as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of Manteca will review and consider the Final EIR. If the City of Manteca finds that the Final EIR is "adequate and complete", the City of Manteca will certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Following review and consideration of the Final EIR, the City of Manteca may take action to approve, modify, or reject the proposed Project. A Mitigation Monitoring Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the proposed Project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commentors, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 - ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments on the Draft EIR, as well as minor staff edits. The revisions to the Draft EIR do not change the intent or content of the analysis or mitigation.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

CHAPTER 5.0 – REPORT PREPARERS

Chapter 5.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

2.1 INTRODUCTION

The City of Manteca received seven (7) comment letters on the Draft EIR during the public review period. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the comments received during the public review period. Additionally, there is one comment letter from the San Joaquin County Environmental Health Department on the NOP that was inadvertently omitted from Appendix A of the Draft EIR. This comment is addressed in this Final EIR.

Acting as lead agency, the City of Manteca has prepared a response to the written comments that were submitted during the public review period for the Draft EIR. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

2.2 LIST OF COMMENTORS

Table 2-1 lists the written comments on the Draft EIR that were submitted to the City of Manteca during the public review period. The assigned comment number, comment date, commentor, and affiliation, if presented in the comment or if representing a public agency, are also listed.

TABLE 2-1 LIST OF COMMENTORS

RESPONSE NUMBER	SIGNATORY	AFFILIATION	DATE
A	Laurel Boyd	SJCOG, Inc	5-14-15
B	Trevor Cleak	Central Valley Regional Water Quality Control Board	5-21-15
C	Dick Jones	California Department of Toxic Substances Control	5-18-15
D	Frank Girardi	San Joaquin County Environmental Health Department	12-9-14
E	Tom Dumas	California Department of Transportation	6-18-15
F	Kim Anderson	San Joaquin Council of Governments	6-19-15
G	Julie Minton	Resident	6-19-15
H	Arnaud Marjollet	San Joaquin Valley Air Pollution Control District	6-18-15

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that regard an environmental issue. The written response must

address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commentor, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commentors provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commentors provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Draft EIR.

RESPONSES TO COMMENTS

Written and oral comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each letter or oral comment is lettered (i.e., Comment A) and each comment within each letter or oral comment is numbered (i.e., comment A-1, comment A-2).
- Where changes to the Draft EIR text result from the response to comments, those changes are included in the response and identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).



S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

**SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.**

To: Rochelle Hensen, City of Manteca, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: May 14, 2015

Local Jurisdiction Project Title: Draft EIR for the Manteca Family Entertainment Zone Project

Assessor Parcel Number(s): 241-300-48, -61, -62; 241-310-16, -18, -32, -44, -48, -53

Local Jurisdiction Project Number: N/A

Total Acres to be converted from Open Space Use: 210.7 acres

Habitat Types to be Disturbed: Agricultural, Natural and Urban Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Ms. Henson:

The Family Entertainment Zone (FEZ) project will include public active and passive recreation and sporting facilities to be operated by public agencies and/or private sector vendors or operators, including the addition of the ball fields associated with and adjacent to Big League Dreams (BLD) Park, as well as the addition of multi-purpose playfields, primarily for soccer.

Certain project components will be public visitor serving in support of the extended use of the various public recreation and sporting amenities (such as hotels, restaurants, retail, and conference centers). Proposed and future development projects will include recreation tourism facilities such as overnight lodging, conference/convention/exhibition facilities and specialized recreation attractions such as an indoor water park available to overnight guests. The primary objective of such uses is to expand the access to current and future public sports and recreation facilities, and expand access for out-of-area public participation in tournaments and training camps. Certain components and phases of the FEZ may include commercial retail and restaurant uses that serve park facility patrons and tournament participants and spectators as well as local clientele.

A-1

The City of Manteca is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

It should be noted that two important federal agencies (U.S. Army Corps of Engineers and the California Regional Water Quality Control Board) have not issued permits to the SJCOG and so payment of the fee to use the SJMSCP will not modify requirements that could be imposed by these two agencies. Potential waters of the United States [pursuant to Section 404 Clean Water Act] are believed to occur on the project site. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

A-2

This Project is subject to the SJMSCP. Per requirements of the SJMSCP, this project must seek coverage due to required Army Corp permitting and Section 7 consultation. This project is subject to a case-by-case review. This can be a 90 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sicog.org>

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

2 | S J C O G , I n c .

After this project is approved by the Habitat Technical Advisory Committee and the SJCOG Inc. Board, the following process must occur to participate in the SJMSCP:

- Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.
- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

A-2 Cont'd

3 | S J C O G , I n c .

**S J C O G , I n c .***San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department,
Other:

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: Draft EIR for the Manteca Family Entertainment Zone

Applicant: City of Manteca

Assessor Parcel #s: 241-300-48, -61, -62; 241-310-16, -18, -32, -44, -48, -53

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Rochelle Henson

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

Response to Comment A: Laurel Boyd , SJCOG, Inc.

Response A-1: The commentor indicates that SJCOG, Inc. has reviewed the application for the Manteca FEZ project. The commentor states that the City of Manteca is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The commentor states that the “LOCAL JURISDICTION” retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. The commentor also notes that “While not proposed as specific projects at this time, individual future projects that require ground disturbance will be subject to participate in the SJMSCP and should be resubmitted to this agency.”

This comment is noted. These comments are largely intended to be informative and are adequately addressed in the Draft EIR Section 3.4 Biological Resources. These comments do not warrant a response. No further response is necessary.

Response A-2: The commentor indicates that the Manteca FEZ project is subject to the SJMSCP and then provides some information regarding the process and requirements. The commentor requests that the City and/or applicant contact SJMSCP staff regarding completing the steps to satisfy SJMSCP requirements. The commentor also notes that if the project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days.

This comment is noted. These comments are largely intended to be informative and are adequately addressed in the Draft EIR Section 3.4 Biological Resources. These comments do not warrant a response. No further response is necessary.



Central Valley Regional Water Quality Control Board

RECEIVED
MAY 22 2015
COMMUNITY DEVELOPMENT
DEPARTMENTEDMUND G. BROWN JR.
GOVERNORMATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

21 May 2015

Rochelle Henson
City of Manteca
1001 West Center Street
Manteca, CA 95337CERTIFIED MAIL
7014 2870 0000 7535 3213**COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT
REPORT, MANTECA FAMILY ENTERTAINMENT ZONE PROJECT, SCH# 2014022008,
SAN JOAQUIN COUNTY**

Pursuant to the State Clearinghouse's 5 May 2015 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environment Impact Report* for the Manteca Family Entertainment Project, located in San Joaquin County.

B-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

B-2

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

KARL E. LONGLEY ScD, P.E., CHAIR | PAMELA C. CREEDON P.E., BCEE, EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

RECYCLED PAPER

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

Manteca Family Entertainment Project
San Joaquin County

- 2 -

21 May 2015

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

B-3

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

B-4

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

B-5

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Manteca Family Entertainment Project
San Joaquin County

- 3 -

21 May 2015

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

B-6

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

B-7

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.

There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_land/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory

B-8

Manteca Family Entertainment Project
San Joaquin County

- 4 -

21 May 2015

Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

B-9

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4684 or tcleak@waterboards.ca.gov.



Trevor Cleak
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to Comment B Trevor Cleak, Central Valley Regional Water Quality Control Board

Response B-1: The commentor provides an introduction to the comment letter, stating that his agency has reviewed the Notice of Availability for the Draft Environmental Impact Report. He indicates that his agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state and his comments address concerns surrounding those issues.

This comment is noted. These comments serve as an introduction to the commentor's letter and do not warrant a response. No further response is necessary.

Response B-2: The commentor identifies construction stormwater permit requirements for projects that disturb one or more acres of soil or are part of a larger plan that in total disturbs one or more acres of soil.

The Draft EIR adequately addresses this topic on pages 3.9-18 through 3.9-20. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-3: The commentor discusses Best Management Practices and MS4 requirements for storm drainage systems.

The Draft EIR adequately addresses Storm Drainage BMPs on pages 3.9-10 through 3.9-11, 3.9-18 through 3.9-22, and 3.9-25 through 3.9-27. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-4: The commentor discusses Industrial Storm Water General Permit requirements.

The Draft EIR adequately addresses Industrial Storm Water General Permit requirements on pages 3.9-12 through 3.9-15, 3.9-21 through 3.9-22, and 3.9-26 through 3.9-27. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-5: The commentor indicates that a Section 404 permit from the U.S. Army Corps of Engineers would be required for activities involving a discharge to waters of the U.S.

The Draft EIR adequately addresses Section 404 permit requirements on pages 3.4-12 through 3.4-13, 3.4-30 through 3.4-32. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-6: The commentor indicates that a Section 401 Water Quality Certification from the State Board would be required for activities that require a Section 404 permit or other federal permits.

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

The Draft EIR adequately addresses Section 401 certification requirements on pages 3.4-13, 3.4-30 through 3.4-31. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-7: The commentor indicates that if the U.S. Army Corps of Engineers determines that only non-jurisdictional waters from the State occur, then the project would require a Waste Discharge Permit issued from the Regional Water Quality Control Board pursuant to the Porter-Cologne Water Quality Control Act.

The Draft EIR adequately addresses Waste Discharge requirements on pages 3.9-13 through 3.4-15, 3.9-18 through 3.9-22. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-8: The commentor references “Regulatory Compliance for Commercially Irrigated Agriculture” and provides background information regarding this topic.

The FEZ project does not include commercially irrigated agriculture. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

Response B-9: The commentor indicates that if the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. The commentor further notes that dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Low Threat General Order) or the General Order for Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water (Limited Threat General Order). The commentor indicates that a complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

Data collected as part of our subsurface investigation shows that free groundwater at the site was in the range of 5 to 10 feet below existing site grade. Groundwater should be lowered to and maintained at least 2 feet below the bottom of proposed excavations or 20 feet below existing site grade, whichever is deeper, to facilitate construction of below grade structures in dry conditions and to provide for compaction of subsurface soils during ground improvement operations. Consequently, the contractor should prepare his bid and construction methods assuming that dewater will be necessary. After completion of all below grade structures the dewatering operations may be terminated.

Based on our previous experience, dewatering in the project area has been successfully completed using sumps, drains, and open pumping. However, because the subsurface conditions consist of loose to medium-dense sand, slope stability and boiling at the bottom of the excavation may pose a problem. Accordingly, a dewatering specialist would be consulted to review the subsurface conditions and develop a proper dewatering approach for the project.

Consistent with the commentor statements, the project would require coverage under the General Order for Dewatering and Other Low Threat Discharges to Surface Waters (Low Threat General Order) or the General Order for Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water (Limited Threat General Order). A complete application will be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits for the dewatering activities. The Draft EIR discussed the NPDES permit requirements for dewatering operations on pages 3.9-14. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.



Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Edmund G. Brown Jr.
Governor

RECEIVED

MAY 21 2015

COMMUNITY DEVELOPMENT
DEPARTMENT

May 18, 2015

Ms. Rochelle Henson
City of Manteca
1001 W. Center Drive
Manteca, California 95337

NOTICE OF PREPARATION AND INITIAL STUDY FOR THE PROJECT DRAFT MASTER ENVIRONMENTAL IMPACT REPORT – MANTECA FAMILY ENTERTAINMENT ZONE

Dear Ms. Henson:

The Department of Toxic Substances Control (DTSC) has reviewed the document described above that proposes rezoning some agricultural properties to residential and building residential housing on the land. DTSC recommends that additional research be conducted to determine whether pesticides were used on the proposed development sites. The sites should be evaluated to determine if and where storage, mixing, rinsing and disposal of pesticides may have occurred and whether contamination exists.

In addition, although DTSC does not regulate pesticides legally applied to crops, they have historically been used on some agricultural properties. We strongly recommend that these areas be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development. The results of any testing should be evaluated to determine if concentrations present in soils will be protective of residents and workers.

C-1

Printed on Recycled Paper

Ms. Rochelle Henson
May 18, 2015
Page 2

Please contact me by email at dick.jones@dtsc.ca.gov or by telephone at (916) 255-3953 if you have any questions.

Sincerely,



Dick Jones
Environmental Scientist
San Joaquin Branch

cc. State Clearinghouse
Office of Planning and Research
1400 10th Street, Room 121
Sacramento, California 95814-0613
state.clearinghouse@opr.ca.gov

**Response to Comment C
Toxic Substances Control****Dick Jones, California Department of**

Response C-1: The commentor provides an introduction to the comment letter, stating that his agency has reviewed the environmental document. The commentor recommends that additional research be conducted to determine whether pesticides were used, stored, mixed, rinsed, or disposed of on the project site and whether contamination exists. Additionally, the commentor indicates that pesticides have historically been used on some agricultural properties, although they are not regulated by DTSC. The commentor recommends that the site be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development and that concentrations should be evaluated to determine if they are protective of residents and workers.

This comment is adequately addressed in the Draft EIR on page 3.8-10 through 3.8-11, which states: *“Like most agricultural and farming operations in the Central Valley, agricultural practices in the Plan Area have used agricultural chemicals including pesticides and herbicides as a standard practice. Although no contaminated soils have been identified in the Plan Area or the vicinity, residual concentrations of pesticides may be present in soil as a result of historic agricultural application and storage. Continuous spraying of crops over many years can potentially result in a residual buildup of pesticides, in farm soils. Of highest concern relative to agrichemicals are chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop (MCP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE). There are no records of soil contamination in the Plan Area; however, the soils will need to be inspected/tested for possible residual agricultural chemicals prior to grading, and if found, the soil must be appropriately treated/disposed of prior to any ground disturbance. Because the majority of the Plan Area is, or was historically, used for agricultural purposes, soil testing should be performed as each Phase of the development occurs. This is a potentially significant impact.”* The Draft EIR includes Mitigation Measure 3.8-1, which requires a Phase 2 ESA (soil testing). This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

December 9, 2014

Rochelle Henson, Senior Planner
Community Development Department
Planning Division
City of Manteca
1001 West Center Street
Manteca, California 95337

Subject: Recirculated - Notice of Preparation of an Environmental Impact Report and Scoping Meeting for Manteca Family Entertainment Zone.

The San Joaquin County Environmental Health Department (EHD) is supportive of this project in regards to the provision of full public services. The EHD requests the following comments be added to the above project for consideration:

D-1

The EHD recommends that as a part of developing these properties, any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection with the EHD.

The EHD has reviewed the document described above that proposes rezoning agricultural property that is actively farmed to allow for a variety of commercial projects. EHD recommends that additional research be conducted to determine whether pesticides were used on the proposed development site(s). The site(s) should be evaluated to determine if and where storage, mixing, rinsing and disposal of pesticides may have occurred and whether contamination exists.

D-2

In addition, although EHD does not regulate pesticides legally applied to crops, if pesticides have historically been used on the property, we strongly recommend that these areas be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development. The results of any testing should be evaluated to determine if concentrations present in soils will be protective of residents and workers.

If you have any questions, please call Frank Girardi at (209) 468-3420.

Frank Girardi
Lead Senior REHS

RE:tl

Response to Comment D Frank Girardi, San Joaquin County Environmental Health Department (EHD)

Response D-1: The commentor indicates that EHD is supportive of this project in regards to the provision of full public services. The commentor requests that all existing wells and septic systems to be abandoned shall be destroyed under permit and inspection with EHD.

This comment is noted. The City of Manteca requires all existing wells and septic systems to be abandoned to be destroyed under a permit and inspection through the San Joaquin County EHD. The City of Manteca includes this provision as a condition of project approval.

Response D-2: The commentor indicates that EHD recommends additional research be conducted to determine whether pesticides were used on the project site. The commentor indicates that the site should be evaluated to determine if and where storage, mixing, rinsing, and disposal of pesticides may have occurred and whether contamination exists. Additionally, the commentor recommends that the site be tested for environmentally persistent pesticides such as organic pesticides and metals prior to development and that concentrations should be evaluated to determine if they are protective of residents and workers.

This comment is adequately addressed in the Draft EIR on page 3.8-10 through 3.8-11, which states: *“Like most agricultural and farming operations in the Central Valley, agricultural practices in the Plan Area have used agricultural chemicals including pesticides and herbicides as a standard practice. Although no contaminated soils have been identified in the Plan Area or the vicinity, residual concentrations of pesticides may be present in soil as a result of historic agricultural application and storage. Continuous spraying of crops over many years can potentially result in a residual buildup of pesticides, in farm soils. Of highest concern relative to agrichemicals are chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop (MCP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE). There are no records of soil contamination in the Plan Area; however, the soils will need to be inspected/tested for possible residual agricultural chemicals prior to grading, and if found, the soil must be appropriately treated/disposed of prior to any ground disturbance. Because the majority of the Plan Area is, or was historically, used for agricultural purposes, soil testing should be performed as each Phase of the development occurs. This is a potentially significant impact.”* The Draft EIR includes Mitigation Measure 3.8-1, which requires a Phase 2 ESA (soil testing). This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 10 DIRECTOR

P.O. BOX 2048

(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)

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June 18, 2015

10-SJ-120-PM R003.323-R003.577**Family Entertainment Zone****Draft EIR****SCH#2014022008**

Rochelle Henson
City of Manteca
Planning Division
1001 W. Center Street
Manteca, CA 95337

Dear Ms. Henson:

The California Department of Transportation appreciates the opportunity to have reviewed the Master Plan for the Family Entertainment Zone in Manteca, north of Highway 120, west of the terminus of Daniels Street, east of McKinley Avenue, and south of the wastewater treatment facility. The Department has the following comments:

E-1

- Due to the complexity of the project, the Department requests that Traffic Impact Analysis be done for opening day and each significant phase of the project to determine the appropriate mitigations for each phase. Please provide these analyses to the Department for review and comment prior to taking any action towards the approval of the Environmental Document.
- The Department recommends that proposed bike paths for the Family Entertainment Zone be extended eastward to provide connectivity to Airport Way.

E-2

E-3

If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or me at (209) 941-1921.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicholas Fung".

FOR

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Response to Comment E Tom Dumas, California Department of Transportation

Response E-1: The commentor provides an introduction to the comment letter, stating that his agency appreciates the opportunity to have reviewed the FEZ Master Plan and has two comments to provide.

This is introductory and does not require a response.

Response E-2: The commentor states that “Due to the complexity of the project, the Department requests that Traffic Impact Analysis be done for opening day and each significant phase of the project to determine the appropriate mitigations for each phase. Please provide these analyses to the Department for review and comment prior to taking any action towards the approval of the Environmental Document.”

An analysis of Phase 1 impacts under opening day conditions was performed. This was the “Existing Plus Phase 1” analysis presented on pages 3.14-17 to 3.14-21 of the DEIR. Page 3.14-26 of the DEIR describes how the subsequent phases (beyond Phase 1) are so speculative in nature so as to preclude the ability to conduct a reasonably accurate quantitative analysis of project buildout conditions. Instead, a programmatic assessment of project buildout conditions was prepared, in which Average Daily Traffic (ADT) estimates were presented on study area roadways.

Impact 3.14-11 of the DEIR acknowledged the speculative nature associated with project buildout. This impact statement concluded that project buildout conditions could cause potentially significant impacts to intersections and freeway facilities. Mitigation Measure 3.14-6 requires each subsequent phase of development to be subject to additional traffic studies to analyze potentially significant transportation system impacts and identify mitigation measures that lessen their significance, including fair share costs.

Response E-3: The commentor states that “The Department that proposed bike paths for the Family Entertainment Zone be extended eastward to provide connectivity to Airport Way.”

Figure 2.9b of the DEIR shows that Class II on-street bicycle lanes would be constructed along Daniels Street from Milo Candini Drive to McKinley Avenue. A Class I off-street path would be constructed along Wawona Street to Milo Candini Drive. The segments of Daniels Street and Wawona Street east of Milo Candini Drive are outside of the Master Plan area and not within the control of the project applicant. The *City of Manteca Bikeway Master Plan* (2003) includes a proposed Class II bike lane on Daniels Street between Airport Way and Milo Candini Drive and a proposed Class III bike route on Wawona Street between Airport Way and Milo Candini Drive.



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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LODI,
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STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

June 19, 2015

Ms. Rochelle Henson

Senior Planner

City of Manteca, Community Development Department

1001 West Center Street, Manteca, CA 95337

Re: Notice of Availability – Manteca Family Entertainment Zone Draft EIR

Dear Ms. Henson:

Thank you for the opportunity to comment on the Manteca Family Entertainment Zone Draft Environmental Impact Report. As the County's designated Regional Transportation Planning Agency (RTPA), the Congestion Management Agency (CMA), and the Metropolitan Planning Organization (MPO), the San Joaquin Council of Governments (SJCOG) has the following comments:

F-1

Air Quality

Mitigation Measure 3.3-3 includes the following language specifying that the project proponent will be required prepare and implement a transportation demand management plan. SJCOG recommends revising Mitigation Measure 3.3-3 as follows:

Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development, the project proponent shall prepare ~~and implement~~ a transportation demand management (TDM) plan that includes, but is not limited to, the following measures subject to the review and approval of the City of Manteca:

F-2

- Provide secure bicycle parking in conjunction with each individual phase or project component.
- Provide designated ~~vanpool~~ carpool parking spaces for employees within the parking lots with pavement markings and signage.
- Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities.

- ~~Coordinate~~ Coordination with SJCOG's Commute Connection Program

The City of Manteca shall require the project proponent, their successor-in-interest, their designated property management company, and any future retail tenants to implement the TDM plan and coordinate with SJCOG's Commute Connection Program

F-2 Cont'd

Transportation and Circulation

Page 3.14-14 of the DEIR discusses the SJCOG Regional Congestion Management Program. While the DEIR identifies Airport Way and State Route 120 as CMP facilities, it neglects to state that Yosemite Avenue east of Airport Way is designated a CMP facility and Multimodal Level of Service (MMLOS) Corridor. In addition, the intersection of Airport Way/Yosemite Avenue and the SR 120/Airport Way westbound and eastbound ramp intersections are also included in the CMP network. SJCOG provided a comment letter (attached) on the Site Plan Review for Phase I of the Family Entertainment Zone that illustrates the CMP Network in the project vicinity.

F-3

Page 3.14-15 of the DEIR discusses the San Joaquin County Regional Transportation Impact Fee (RTIF). The DEIR includes information on the fiscal year 2012 fee structure. SJCOG recommends updating this discussion with the current Fiscal Year 2015/2016 Fee Structure, which is available online at <http://www.sjco.org/index.aspx?nid=118>.

F-4

Page 3.14-15 of the DEIR discusses the San Joaquin County Measure K sales tax program. SJCOG recommends correcting the last sentence of this paragraph as follows:

F-5

"Table 3.14-9 lists those projects included in this ~~fee program~~ Expenditure Plan within the study area."

Section 3.14.5 of the DEIR discusses Thresholds of Significance, including policies of the City of Manteca, the City of Lathrop, Caltrans, and as specified in Appendix G of the CEQA Guidelines. However, the DEIR does not address the Thresholds of Significance of the SJCOG RCMP. As mandated in Appendix G of the CEQA guidelines, the DEIR must address the following impacts:

F-6

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The attached previous comment letter details the RCMP Thresholds of Significance, which include:

1. For any RCMP roadway or intersection currently operating or expected to operate at LOS D or better under No Project conditions, the project-added traffic results in LOS E or F operating conditions
2. For RCMP intersections or roadways currently operating or expected to operate at LOS E or F under No Project conditions, the project results in increases to:
 - average delay by 4 seconds or more; or,
 - the volume-to-capacity (v/c) ratio by 1.0 or more

SJCOG concurs with Mitigation Measure 3.14-1 in requiring the project proponent to provide Class II bicycle lanes in each direction of Daniels Street from its existing terminus to McKinley Avenue to comply with the City of Manteca Bicycle Master Plan (BMP). However, SJCOG is uncertain how the City plans to implement Class II Bicycle Lanes on the remaining portion of Daniels Street between the existing terminus and Fishback Road without acquiring additional right of way and undertaking an expensive roadway reconstruction. SJCOG recommends either:

- A. Amend the BMP to designate Daniels Street as a Class III Bike Route between the existing terminus and the intersection with Airport Way, and install shared lane signage and pavement markings. This option would have potential safety impacts due to the current and future cumulative project traffic volumes and speeds on Daniels Street.
- B. Amend the BMP to designate Daniels Street as a Class I Bike Path between the existing terminus and Fishback Road, and widen the existing sidewalk on the north side of Daniels Street to Class I Bike Path standards in this segment. This may require acquiring additional right of way, but would be less expensive than reconstructing the existing Daniels Street to accommodate Class II Bike Lanes. As a related change, SJCOG suggests revising Mitigation Measure 3.14-1 to require the project proponent to install a Class I Bike Path on the north side of Daniels Street between the existing terminus and McKinley Avenue instead of installing a Class II Bike Lane.

In addition, SJCOG recommends revising Mitigation Measure 3.14-3 to require the project proponent to pay their fair share cost to improve the Airport Way/Daniels Street intersection to accommodate Class II Bike Lanes. This revision would become unnecessary with Option B suggested above.

Page 3.14-21 of the DEIR discusses the future cumulative roadway network, consistent with the SJCOG RTP/SCS Project List, assumed to be in place by 2030 to support the level of development. However, the list of projects specified is not entirely consistent with the 2014 RTP/SCS.

F-6 Cont'd

F-7

- SJCOG anticipates as stated in the 2014 RTP/SCS project list that the widening of SR 120 to six lanes in the project area will have an open to traffic date of 2040. The traffic analysis for the DEIR assumes that these improvements will be in place for the analysis year 2030.
- The traffic analysis for the DEIR assumes that Yosemite Avenue will be widened to four lanes from SR 120 to east of Airport Way. However, this project is not included in the 2014 RTP/SCS fiscally constrained project list. A project to widen Yosemite Avenue from SR 120 to the UPRR railroad tracks is included in the fiscally unconstrained project list of the 2014 RTP/SCS, however no funding has been identified for this project.

F-7 Cont'd

Mitigation Measures 3.14-2 proposes the reconstruction of the SR 120/Airport Way Interchange. As stated in the DEIR, this project is not included in the 2014 RTP/SCS. SJCOG suggests that the City of Manteca coordinate with SJCOG and Caltrans to determine the feasibility of this project and to determine potential sources of funding for the project so that it may be included in a future Regional Transportation Plan.

SJCOG also suggests that the City of Manteca coordinate with the City of Lathrop and SJCOG to determine the feasibility of widening Yosemite Avenue to four lanes between SR 120 and Airport Way and determine potential sources of funding for the project so that it may be included in a future Regional Transportation Plan.

Thank you again for the opportunity to comment. As the project moves forward, SJCOG will continue to evaluate future development applications and infrastructure improvements for consistency with the Regional Transportation Plan and for possible impacts on the RCMP network. If you have any questions pertaining to the RCMP program, please call Kim Anderson at (209) 235-0565. SJCOG staff would be pleased to meet with the City to provide any necessary information, support and guidance, if needed.

Sincerely,



Kim Anderson
SJCOG Senior Regional Planner

Attachments: CMA Comment Letter on Site Plan Review of Great Wolf Lodge (Phase 1 of FEZ)

**San Joaquin Council of Governments**

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

**DEVELOPMENT REVIEW
REGIONAL CONGESTION MANAGEMENT PROGRAM**

To: Rochelle Henson, Senior Planner, Community Development Department, City of Manteca
From: David Ripperda, Regional Planner, San Joaquin Council of Governments
Date: August 25, 2014
Jurisdiction Project Title: Great Wolf Lodge Site Plan Review
Referral Type: CDD Referral/Routing

Thank you for the opportunity to comment on the Project Referral for the Site Plan Review for the Great Wolf Lodge. As the County's designated Regional Transportation Planning Agency (RTPA), the Congestion Management Agency (CMA), and the Metropolitan Planning Organization (MPO), the San Joaquin Council of Governments (SJCOC) has reviewed the project information received on August 12, 2014 from the City of Manteca.

On November 15, 2012 the SJCOC Board of Directors adopted the 2012 update to the Regional Congestion Management Program (RCMP). Chapter 6 of the RCMP describes the updated Land Use Analysis Program, including Tier 1 and Tier 2 review/analysis requirements, analysis methods, impact significance criteria, and mitigation. Chapter 6 is attached for your reference. The full program plan is available at the following link: <http://www.sjcog-rcmp.org/> or request by email to ripperda@sjcog.org.

The project is proposing the construction of a complex consisting of a 500 room hotel facility with a 21,400 square foot conference center, 75,400 indoor water park, outdoor pool, 17,000 square feet for various restaurants, 14,500 gaming area, and 6,000 square feet of retail space for a total of 518,000 square feet on 35 acres. The trip generation for this project will fall under a Tier 2 Review that will include a Tier 1 consistency review as well as a quantitative analysis of RCMP impacts – project specific and cumulative plus project conditions. Please refer to Chapter 6 of the 2012 RCMP for details regarding analysis/mitigation requirements for land development projects. The environmental document(s) should contain a section that specifically addresses requirements and standards of the RCMP.

Consistency with other Regional Plans

As stipulated within the RCMP Project Review Criteria in Chapter 6 of the 2012 RCMP, the project is required to show consistency with all *applicable regional transportation planning documents, such as:

- Regional Transportation Demand Management Plan
- Park-and-Ride Master Plan
- Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan
- Regional Smart Growth Transit Oriented Development Plan
- Regional Transit Systems Plan
- Regional Transportation Impact Fee Program
- Regional Transportation Plan
- Interregional STAA Study for I-5 and SR-99

***SJCOG staff is available to assist with project specific guidance and narrowing the scope of the relevant regional plans that need to be included.**

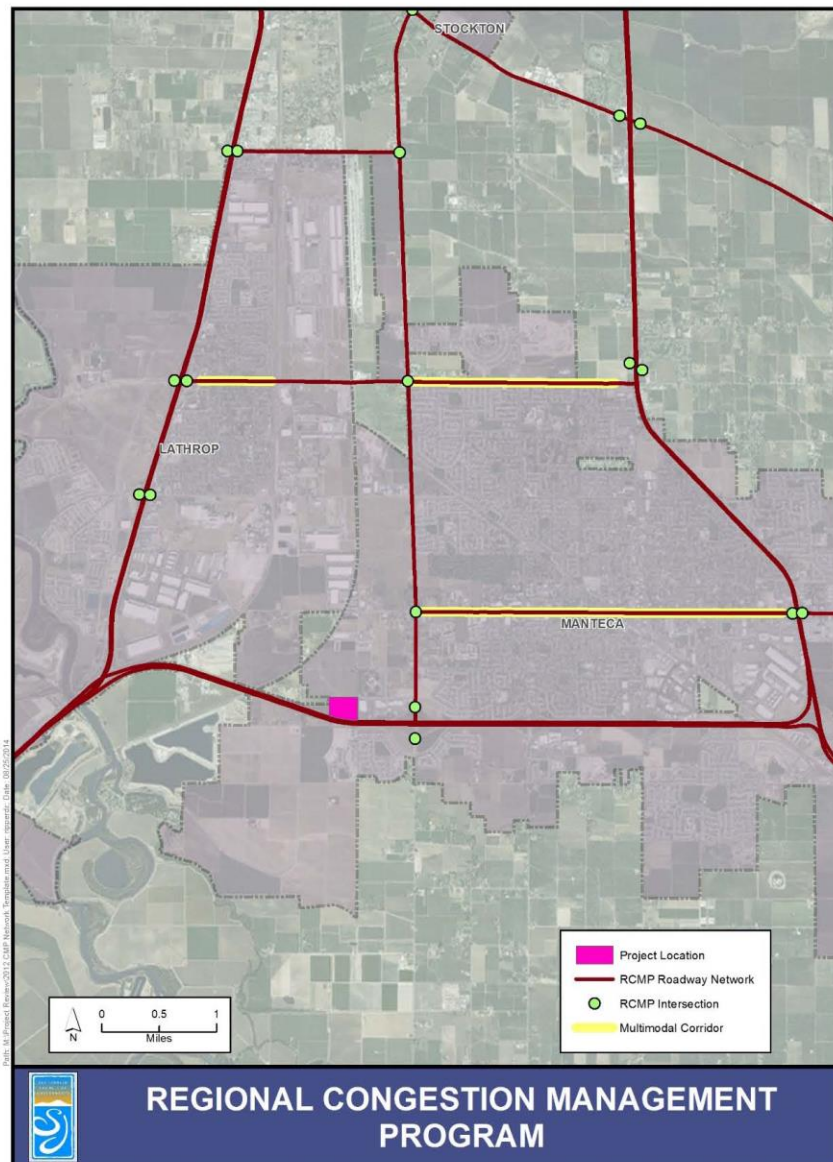
Thank you for the opportunity to review and comment on this project. Please forward all documents to this office. If you have any questions please call the RCMP staff David Ripperda, at (209) 235-0450.

Sincerely,



David Ripperda
SJCOG Regional Planner

Attachments: ATTACHMENT A - Exhibit of Project Site Location & RCMP Network
ATTACHMENT B – 2012 RCMP, Chapter 6_Land Use Analysis Program



CHAPTER 6 LAND USE IMPACT ANALYSIS PROGRAM

6.1 INTRODUCTION

A CMP must contain a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program must generally be able to estimate the costs associated with mitigating those impacts, as well as provide credits for local public and private contributions to improving regional transportation systems. The program described in this chapter meets this requirement. To comply with this state mandate, SJCOG and its member agencies have integrated a "regional layer" of review within the CEQA review process. Extending the scope of CEQA EIR traffic studies to include impacts to the CMP system has been considered by all the State's CMA's as the most expeditious way to implement the CMP Land Use Analysis element.

The legislative intent of the CMP Land Use Analysis Program (LUAP) is to improve the linkage between local land-use decisions with regional transportation facility improvement needs; to better address the impacts of development in one community on another; and, to promote information sharing between local governments when the decisions made by one jurisdiction have an impact on another. As part of the annual Measure K and biennial state CMP reporting requirements, SJCOG is required to evaluate the efforts made by each local jurisdiction within San Joaquin County to ensure compliance with this state program statute (see Chapter 10). Hence, SJCOG must evaluate the efforts made by each jurisdiction to ensure that proposed land use projects comply with the established RCMP Land Use Analysis requirements.

Given that the RCMP Land Use Analysis Program directly interfaces with established local agency land use review programs, it is important that the following components of the program are clearly described, measurable, and understandable:

- RCMP Traffic Impact Criteria
- RCMP Traffic Impact Significance Criteria
- RCMP Traffic Mitigation Measures
- RCMP Analysis Methods

6.2 LAND USE PROJECTS REVIEW CRITERIA

The following describes the types of proposed projects that trigger RCMP review. RCMP land use category summary descriptions are provided in Appendix D. It should be noted that SJCOG is not a land use authority, and as such it will not seek to approve or disapprove land use projects. All land use development projects are subject to RCMP review unless the project meets the following criteria:

1. The project is statutorily or categorically exempt from the California Environmental Quality Act (CEQA), as detailed in Guidelines for Implementation of the California Environmental Quality Act, Articles 18 and 19.
2. The project is subsequent to the land uses approved within a Master EIR, Negative Declaration, or other environmental analysis and the land use agency determines that the project is within the scope of the previously

approved project per CEQA Guidelines 15177-15179.5. This criteria does not apply to projects subsequent to Program EIRs (such as General Plans), unless exempt otherwise from CEQA.

Project referral should be submitted as soon as the jurisdiction receives the application. Within 30 days of receipt, SJCOG staff will provide preliminary comments and determine the level of review to be completed as part of the CEQA process (Tier 1 or Tier 2) per the guidelines given below. For most Tier 1 projects, the CMA review will be complete at this stage.

The purpose of the review will be to ensure that proposed projects are consistent with regional planning documents (Tier 1 Review) and that their effects on the regional transportation system are analyzed (Tier 2 Review), as described in further detail below.

Tier 1 Review

All development projects will be qualitatively reviewed for consistency with SJCOG's regional planning documents, including one or more of the following, as appropriate:

- Regional Transportation Demand Management Plan
- Regional Expressway System Plan (System Management and TDM components)
- Park-and-Ride Master Plan
- Regional Bikeway Plan
- Smart Growth Infill Opportunity Zone Plan
- Regional Transit Systems Plan
- Regional Transportation Impact Fee Program
- Regional Transportation Plan
- Interregional STAA Study for I-5 and SR-99

Tier 2 Review

Projects that trigger the one or both of the following thresholds will be subject:

1. 125 or more vehicle trips during weekday AM or PM peak-hours; or,
2. 500 or more total daily vehicle trips on any day of the week.

As defined above, all development projects regardless of trip generation characteristics will be at a minimum reviewed for consistency with applicable regional planning documents. Triggering a quantitative Tier 2 review will entail addressing the Tier 1 consistency review as well as a quantitative analysis of RCMP impacts – project specific and cumulative plus project conditions.

It should be noted that SJCOG's ability to comment should not be interpreted as an authority to reject development applications.

6.3 RCMP IMPACT SIGNIFICANCE CRITERIA

To determine whether project added traffic constitutes a significant impact to the RCMP network, the following significance criterion is established.

2012 Congestion Management Program
San Joaquin Council of Governments

Tier 1 Development Projects

Projects subject to Tier 1 reviews will be not subject to specific "significance criteria". SJCOG will notify a project sponsor of any recommended design consideration, mitigation measures and/or conditions that should be carried forward in the final approval. After project approval, the lead agency will submit the Mitigation Monitoring and Reporting Plan (MMRP) and/or final project conditions to SJCOG. The Project and applicable elements of the MMRP/Final Project Conditions will be recorded for reference when preparing the annual Measure K and biennial State CMP reports, which require disclosure of jurisdictional compliance.

Tier 2 Review

A proposed development will have a significant impact to the RCMP network if any one of the following criteria is met during the AM or PM peak hours:

1. For any RCMP roadway or intersection currently operating or expected to operate at LOS D or better under No Project conditions, the project-added traffic results in LOS E or F operating conditions
2. For RCMP intersections or roadways currently operating or expected to operate at LOS E or F under No Project conditions, the project results in increases to:
 - average delay by 4 seconds or more; or,
 - the volume-to-capacity (v/c) ratio by 1.0 or more
3. Conflicts with SJCOG adopted/approved Regional Plans applicable to the project. During the project review period, SJCOG staff will identify any inconsistencies with regional planning documents, such as:
 - Regional Transportation Demand Management Plan
 - Regional Expressway System Plan (System Management and TDM components)
 - Park-and-Ride Master Plan
 - Regional Bikeway Plan
 - Smart Growth Infill Opportunity Zone Plan
 - Regional Transit Systems Plan
 - Regional Transportation Impact Fee Program
 - Regional Transportation Plan
 - Interregional STAA Study for I-5 and SR-99

State and local agency significance criteria may be more or less stringent than the RCMP significance criteria described above. Note that the RCMP significance criteria will not require additional analysis work performed for TIAs but will require RCMP impacts, as well as their significance after mitigation, to be explicitly identified in the TIA and environmental documentation.

6.4 MITIGATION MEASURES

State law places responsibility for the RCMP Land Use Analysis Program on local jurisdictions, since they retain the power to approve or deny land development applications. SJCOG can assist cities and the County in determining regional traffic impacts, but the Lead Agency is responsible for determining how to mitigate these impacts and what the cost will be to do so. SJCOG encourages local agencies to require development proj-

ects to cover the costs of mitigating transportation impacts, but the decision to do so rests with the city or County.

If the RCMP significance criteria are exceeded and feasible mitigation is not identified to mitigate the impact to less than significant levels, the impact must be identified as significant and unavoidable.

1. SJCOG's policy regarding mitigation measures for capital improvement projects is:
 - RCMP mitigation measures must be adequate to allow the RCMP roadway to meet the RCMP LOS standard
 - RCMP mitigation measures for project specific impacts must be fully funded to be considered adequate;
 - RCMP mitigation measures that rely on state or federal funds directed by or influenced by SJCOG must be consistent with project funding priorities established in the CIP of the RCMP and the RTP, or the Federal TIP; and,
 - For RCMP mitigation measures that involve a local or regional "fair share" contribution for mitigating RCMP cumulative impacts, the fee must be committed to funding priorities established in the CIP of the RCMP, the RTP, or the Federal TIP. The SJCOG Regional Traffic Impact Fee (RTIF) program establishes a RCMP specific mitigation fee program relative to cumulative regional impacts. To satisfy these requirements, project applicants are required to pay their fair share contribution into the RTIF program. However, to better inform the public and stakeholders, the environmental document (i.e., mitigation language) must convey that payment into the RTIF program does not guarantee that the lead agency (local agency) will necessarily spend these developer fees on the identified mitigation improvement. SJCOG will administer the RCMP/RTIF Mitigation Monitoring Program to track the "actual" funding/implementation of identified mitigation improvements (i.e., conditions of approval) identified as part of environmental documents. SJCOG will periodically report each local agency's implementation progress of identified mitigation measures as part of mandated RCMP and RTIF program compliance hearings to the SJCOG Board. SJCOG will also provide this status update mitigation improvement information to local agencies as part SJCOG's state and federal flexible funding cycle "call for projects".
2. The RCMP also requires cumulative impacts to the RCMP network be addressed through the CEQA analysis process. The project analysis of traffic impacts to the RCMP network must reflect the most recently approved development projects from the lead agency as well as from adjacent jurisdictions. It should also include currently programmed infrastructure improvements.
3. As part of the RCMP Land Use Analysis Program, if a

2012 Congestion Management Program San Joaquin Council of Governments

RCMP intersection is projected to operate at LOS E or F (CEQA Cumulative and/or Cumulative Plus Project analyses) after trip exemptions have been accounted for, the affected jurisdiction can choose to pro-actively prepare a Deficiency Plan in lieu of waiting for the facility to possibly fail after the development is implemented. The benefit of preparing and adopting a RCMP deficiency plan based on a future year deficiency finding is that the identified improvements can be submitted/proposed for flexible funding cycle sooner (i.e., “call for projects”). Given the typical 7-10 year lag between the time a project is programmed till it is actually constructed/implemented, this proactive approach better ensures that identified improvements are implemented in a more timely manner – rather than long after a congestion problem becomes evident i.e., reactive.

Inter-Jurisdictional Impacts

A regional analysis based on local land use decisions will often involve more than one jurisdiction. For example, a large project approved by City A (Lead Agency) may affect traffic on a nearby principal arterial in City B (affected city). The RCMP places the responsibility for addressing the significant traffic impacts with the approving jurisdiction. However, SJCOG also recognizes that City A will need to work with City B in order to properly mitigate the traffic impacts on the affected segment. It is the preference of SJCOG that the lead agency work with any affected jurisdiction to arrive at a mutually agreeable plan for addressing the inter-jurisdictional impacts of a given project. If a dispute arises, or at the request of either party, SJCOG will assist both localities in preparing a mitigation plan that meets the requirements of this land use program.

6.5 REGIONAL TRAFFIC IMPACT FEES

The RCMP Land Use Program is intended to ensure that new development contributes a fair share and provides transportation improvements at the time of new construction. The SJCOG Regional Traffic Impact Fee (RTIF) program establishes a RCMP cumulative impact mitigation fee that serves to streamline the CEQA process as it relates to regional impacts.

All jurisdictions adopted and began implementation of the RTIF program by July 1, 2006. SJCOG monitors the local jurisdictions’ collection and disbursement of the fee to ensure that the RTIF is being applied toward traffic mitigation projects that were identified in the development of the fee or towards regional impacts identified as part of the RCMP Land Use Analysis Program. Compliance monitoring is performed through SJCOG’s annual audit process of local agency transportation funds.

A flow chart of the Land Use Analysis Program is provided in **Figure 6-1** on the following page. As alluded to at the bottom of the flow chart, RCMP compliance findings are in part determined based on local agency compliance with the RCMP Land Use Analysis Program. A detailed description of the SJCOG’s RCMP conformance assessment process is provided in

Chapter 10. RCMP impacts and identified mitigations will be recorded for reference and disclosed as part SJCOG’s annual Measure K and biennial State CMP compliance reports.

6.6 ANALYSIS METHODS

All RCMP analysis procedures will be based on the most recent HCM methodology (i.e., 2010 HCM) when reliable software implementations are available. This includes basic freeway, multi-lane highway, two-lane highway and intersections.

Generally, vehicle trip generation should be based on the most current Trip Generation informational report published by the Institute of Transportation Engineers (ITE). The published trip generation estimates are often described for both the peak hour of the land use (generator) and for the peak hour of adjacent street traffic. For analyzing the study threshold criteria, trip generation for the peak hour of adjacent street traffic should be used if available. If not available, trip generation for the peak hour of the generator can be substituted. If the land use is not specifically represented in the ITE trip generation rates, then an estimate of the project’s trip generation should be conducted and fully documented using estimation methodologies normally accepted in the fields of traffic engineering and transportation planning. Use of specific trip generation studies or other trip generation information sources (e.g., San Diego Association of Governments trip rates) will be considered on a case by case basis.

6.7 REGIONAL TRAFFIC MODEL

SJCOG’s regional traffic model is an integral component of the Land Use Analysis Program, and its maintenance is a requirement of both the State CMP legislation and the Measure K Ordinance.

The following model applications are used to assist in the implementation of the RCMP Land Use Analysis Program.

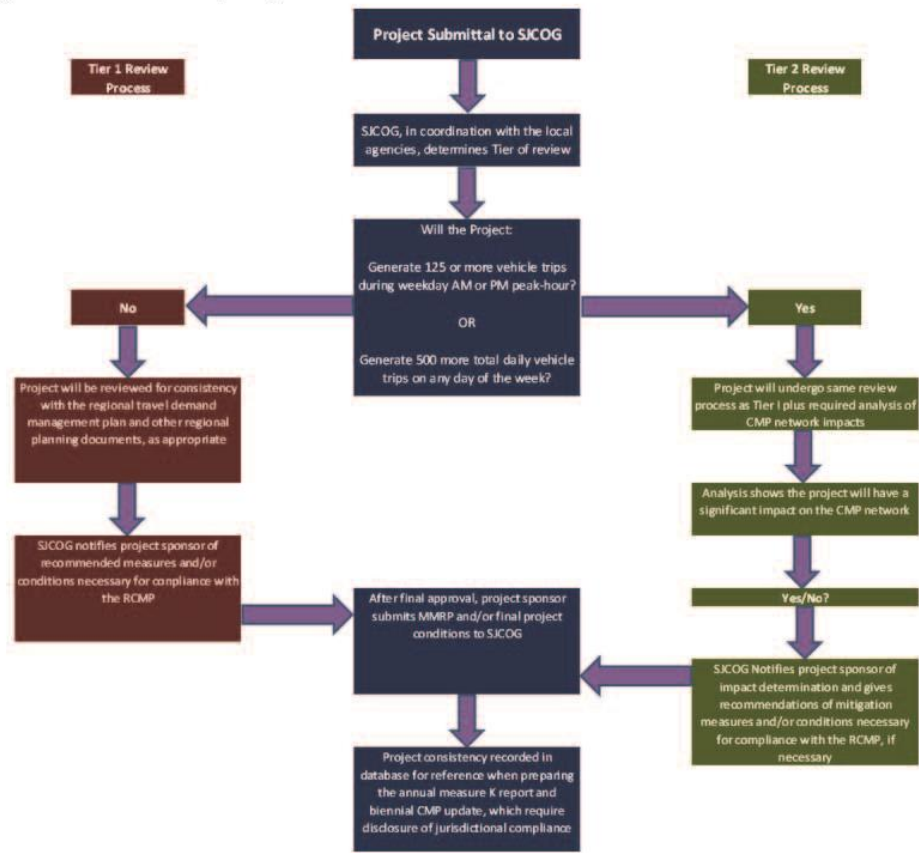
Regional Traffic Model Details

- Helping to determine a development project’s trip distribution (select zone analysis)
- Per California Code Section 65089.4, interregional trips are exempt from triggering the need for RCMP Deficiency Plans. SJCOG’s model is used for estimating the extent of interregional trips from outside the San Joaquin County i.e., Stanislaus County, the Sacramento region, the entire Bay Area, Calaveras County, and Amador County (see Chapter 7).

These analyses can be deferred to or used in combination with local jurisdiction travel models that can demonstrate to meet state/federal guidelines for model calibration/validation.

2012 Congestion Management Program
San Joaquin Council of Governments

Figure 6-1. RCMP Land Use Analysis Program



Response to Comment F Kim Anderson, San Joaquin Council of Governments

Response F-1: The commentor indicates the San Joaquin Council of Governments (SJCOG) has reviewed the Draft EIR and has included comments.

This comment is noted. These comments serve as an introduction to the commentor's letter and do not warrant a response. No further response is necessary.

Response F-2: The commentor provides several recommendations for alternative language within Mitigation Measure 3.3-3.

These comments warrant revisions/additions to clarify and amplify Mitigation Measure 3.3-3 as presented on page 3.3-22, as well as ES-11.

Revisions from Page 3.3-22 and ES-11 of the Draft EIR:

Mitigation Measure 3.3-3: *Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development, the project proponent shall prepare ~~and implement~~ a transportation demand management (TDM) plan that includes, but is not limited to, the following measures subject to the review and approval of the City of Manteca:*

- *Provide secure bicycle parking in conjunction with each individual phase or project component.*
- *Provide designated ~~vanpool~~ carpool parking spaces for employees within the parking lots with pavement markings and signage.*
- *Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities.*
- *Coordinate Coordination with SJCOG's Commute Connection Program*

The City of Manteca shall require the project proponent, their successor-in-interest, their designated property management company, and any future retail tenants to implement the TDM plan and coordinate with SJCOG's Commute Connection Program

This text change does not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Section 3.0 Errata presents all text changes warranted by comments, including this text addition.

Response F-3: The commentor states that the identified CMP facilities on page 3.14-14 neglects to include segments such as Yosemite Avenue east of Airport Way and the SR 120/Airport Way interchange ramp intersections.

The description of the SJCOG RCMP on page 3.14-14 was intended to provide readers within an overview of the program, rather than an inclusive list of all facilities included within it. These comments warrant revisions/additions to specifically mention that Yosemite Avenue east of Airport Way and the SR 120/Airport Way interchange ramp intersections are also CMP facilities as presented on page 3.14-15.

Revisions from Page 3.14-15 of the Draft EIR:

Table 3.14-9: Status of Planned Improvements in Study Area			
Project	Included in Tier I List in 2014 RTP/SCS?	Included in Measure K?	Included in RTIF?
SR 120 Widening – 4 to 6 lanes from I-5 to SR 99	Yes	Yes	Yes
New SR 120/McKinley interchange	Yes	Yes	Yes
Upgrade SR 120/Union Road interchange	Yes	Yes	No
Airport Way Widening – 2 to 4 lanes from SR 120 to Lathrop Road	Yes	Yes	Yes
<u>SR 120/Airport Way interchange ramp</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Yosemite Avenue east of Airport Way</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Raymus Expressway – 2 to 6 lane expressway from SR 120 to SR 99	Yes	No	Yes
Source: Fehr & Peers, 2014			

This text change does not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Section 3.0 Errata presents all text changes warranted by comments, including this text addition.

Response F-4: The commentor indicates that the description of the San Joaquin County RTIF should be updated to include the new fiscal year 2015/2015 fee structure.

The RTIF fee structure from 2012 was included on page 3.14-15 of the DEIR because this was the most recent available information at the time of DEIR preparation; however, there is a more recent RTIF fee structure that is now available for 2014/2015. These comments warrant revisions/additions to update the fee schedule as presented on page 3.14-15.

Revisions from Page 3.14-15 of the Draft EIR:

San Joaquin County Regional Traffic Impact Fee (RTIF)

SJCOG has implemented a regional traffic impact fee that is assessed on new developments throughout San Joaquin County. The RTIF capital project list provides funding for various freeway and local road widening (project list found at: <http://www.sanjoaquincountyrtimf.com>). The RTIF capital project began in 2005, and has generated nearly \$30 million in funding for project delivery. For fiscal year ~~2012~~ 2014/2015 (per: <http://www.sjcog.org/AgendaCenter/ViewFile/Agenda/01102013-166>), the fee schedule for new residential development is approximately ~~\$2,987,084.58~~ for single-family units and ~~\$4,792,850.75~~ for multi-family units. RTIF funds are expended on regionally significant capital improvements. Table 3.14-9 lists those projects included in this fee program within the study area.

This text change does not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Section 3.0 Errata presents all text changes warranted by comments, including this text addition.

2.0 COMMENTS ON DRAFT EIR AND RESPONSES

Response F-5: The commentor recommends that the last sentence in the description of the Measure K program replace “fee program” with “Expenditure Plan”.

A discussion of Measure K was included on page 3.14-15 of the DEIR. These comments warrant revisions/additions to replace the referenced to “fee program” with “Expenditure Plan” as presented on page 3.14-15.

Revisions from Page 3.14-15 of the Draft EIR:

Measure K

Measure K is the half-cent sales tax dedicated to transportation projects in San Joaquin County. Measure K was passed in November 1990, and began collecting funds for a system of improved highways and local streets, new passenger rail service, regional and inter-regional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings. On November 7, 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years. The renewal of Measure K is estimated to generate \$2.552 billion for the transportation programs identified in the Measure K Expenditure Plan. Table 3.14-9 lists those projects included in this [Expenditure Plan](#) ~~fee program~~ within the study area.

This text change does not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. Section 3.0 Errata presents all text changes warranted by comments, including this text addition.

Response F-6: The commentor suggests that the thresholds of significance should have included significance criteria for RCMP roadways and intersections. The commentor expresses agreement with Mitigation Measure 3.14-1 in requiring the project proponent to construct Class II bicycle lanes on Daniels Street. However, the commentor also expresses uncertainty as to how Class II bicycle lanes will be constructed easterly on Daniels Street to Airport Way.

A separate list of RCMP significance criteria was not shown in the DEIR because the RCMP threshold of LOS D is the same threshold used for City of Manteca and Caltrans facilities. Furthermore, the threshold for worsening unacceptable operations to a significant degree within the City of Manteca (i.e., a three-second delay increase) is more restrictive than the corresponding RCMP threshold (i.e., a four-second delay increase). And whereas the CMP permits up to a 1.0 v/c ratio increase on roadways, the analysis of the SR 120 freeway uses a more restrictive 100 vehicle per day increase as the significance threshold for freeway facilities operating unacceptably. In summary, the proposed project would not cause any significant, adverse impacts on RCMP intersections under existing plus project conditions. Impact 3.14-2 describes project impacts to the SR 120 freeway, and discusses how the planned SR 120/McKinley Avenue interchange will improve operations to better than ‘no project’ conditions.

The City of Manteca acknowledges SJCOG's suggestion regarding options for adding bicycle facilities along Daniels Street between Milo Candini Drive and Airport Way. There are several options available including restriping, street widening, constructing a new off-street path, and/or designating the segment of a Class III bike route. The City of Manteca will be evaluating these and other options as part of a future update to its Bikeway Master Plan. The City also acknowledges SJCOG's suggestion regarding a Class I bike path on the north side of Daniels Street (instead of Class II bike lanes) from its existing terminus to McKinley Avenue. However, the City intends to require the Class II bicycle lanes be constructed to ensure consistency with the City's Bikeway Master Plan.

The City also acknowledges SJCOG's suggestion to amend Mitigation Measure 3.14-3 to require the project proponent to pay their fair share cost to improve the Airport Way/Daniels Street intersection to add Class II bicycle lanes. While the City will review this suggestion, there is some initial uncertainty as to whether there is a nexus between the project's traffic impact (cumulatively degraded roadway LOS) and the need for this improvement. Furthermore, since the City's Bikeway Master Plan shows a proposed Class II bicycle lane on Daniels Street on both sides of Airport Way, construction of that improvement would presumably include Class II bicycle lanes on Daniels Street approaching and departing Airport Way.

Response F-7: The commentor indicates that the list of cumulative roadway network improvements is not entirely consistent with the 2014 RTP/SCS project list.

The list of cumulative roadway improvements on page 3.14-21 is from the 2012 RTP/SCS. The 2014 RTP/SCS was adopted by SJCOG on June 26, 2014. However, at the time of issuance of the Notice of Preparation for this EIR, the 2012 RTP/SCS was still in effect. Further, much of the technical analysis was performed in early 2014 prior to the 2014 RTP/SCS adoption. Because the SR 120 widening was to be open to traffic prior to 2030 in the 2012 RTP/SCS, it was assumed in place under cumulative conditions. It is worth noting that the project is required to pay the San Joaquin County RTIF, which helps fund the widening of SR 120. Furthermore, (half cent) sales tax revenues generated from the project go toward Measure K, which also helps fund the widening of SR 120. As such, the project is paying its fair share toward improvements to SR 120 through the RTIF and Measure K.

Steve McMurtry

From: Julie Minton <julimint@yahoo.com>
Sent: Friday, June 19, 2015 2:39 PM
To: RHenson@ci.manteca.ca.us
Cc: julimint@yahoo.com
Subject: FEZ DEIR

Good Afternoon Rochelle:

I am writing to provide my comments regarding the Draft EIR for the Family Entertainment Zone in Manteca. I am for the FEZ. I am also for more research into the impact the FEZ will have on traffic on the 120 Bypass. Highway 120 through Manteca is already at a substandard Level of Service according to CalTrans. Adding to the already overstuffed capacity seems like a recipe for disaster. Please consider placing demands/contingencies on the developer to do something about the unsafe stretch of road from I-5 to Highway 99. That must be widened to 6 lanes before more people die. CalTrans documents state the project may start in 2025. By then Manteca will have a huge scar on it's name as an unsafe place to visit. Who wants to take their lives into their own hands while on vacation?

I ask your researchers to take a look at my Facebook page (described below) as a place for honest dialogue on this subject. Feel free to contact me if you have any questions.

I appreciate your time.

Sincerely,
 Julie Minton
 209-456-32899

----- Forwarded Message -----

From: Julie Minton <julimint@yahoo.com>
To: "dwvatt@mantecabulletin.com" <dwvatt@mantecabulletin.com>; "news@mantecabulletin.com" <news@mantecabulletin.com>
Cc: "julimint@yahoo.com" <julimint@yahoo.com>
Sent: Sunday, June 14, 2015 4:41 PM
Subject: Letter to the Editor

Mr. Wyatt:

Thank you for your article regarding planned road work in Manteca (\$25M in Manteca road work, June 11, 2015). Of the seven major projects described only one or two are focused on improving the safety of our roadways. When will the City of Manteca put their resources and pressure on Caltrans to save lives in Manteca? The "Deadly Mile" exists right here amongst all of these projects, yet I don't see mention of it being improved in the next year. How many more people must lose their lives on Highway 120 eastbound near Highway 99? The McKinley Avenue interchange will only serve a small neighborhood for the next several years, yet we want to invest in that project now?

The death on Highway 120 East on May 7 struck a chord. I don't personally know anyone who has been seriously injured or killed there, but I'm tired of seeing emergency vehicles in the same location day after day. That accident was not during rush hour. That accident was not due to distracted driving. That accident was due to inadequate signage on Highway 120, an awkwardly designed off ramp to 99 south, and insufficient traffic capacity. I recently spoke with a CHP officer who said this is a known problem area. I spoke with staff at the Stockton CHP office on a separate occasion and was told that they had 29 incidents on Highway 120 between I-5 and 99 in the month of April. Why should CHP have to respond to one call each day on a six mile stretch of road?

Three weeks ago I started a Facebook page in search of ideas/suggestions for improvements on this stretch of road. This grassroots effort has already had a small impact. Several interested parties wrote letters to the Traffic Safety Division of Caltrans and I was told last week that they are seriously considering additional signage on the Main Street over crossing. It's not much, but it might be enough to help one local commuter make it home alive, instead of making him another statistic on our Deadly Mile.

I invite you, and all those concerned, to visit "www.facebook.com/120Eastat99" and join my efforts. My commitment to you is that if you leave constructive input on the page I will share that input with Caltrans. I am drafting letters to send to the City and County level. I will post those letters for like-minded citizens to send as well. The more voices we have, the more likely we are to affect change. Together let's tell our government officials that we are tired of this problem being ignored. It is not simply distracted driving that is causing these accidents to happen over and over in the same location. How can we call this the Family City if we don't protect our own families when given the opportunity?

Sincerely,
Julie Brocchini Minton

Response to Comment G**Julie Minton, Resident**

Response G-1: The commentor indicates she supports the FEZ but more research into traffic impacts on the 120 Bypass. She indicates that the Highway 120 through Manteca is already at a substandard Level of Service according to CalTrans and that adding to the already overstuffed capacity seems like a recipe for disaster. She requests that the City consider placing demands/contingencies on the developer to do something about the unsafe stretch of road from I-5 to Highway 99. She indicates that this segment must be widened to 6 lanes before more people die. She indicates that CalTrans documents state the project may start in 2025 but that by then Manteca will have a huge scar on it's name as an unsafe place to visit. She questions "who wants to take their lives into their own hands while on vacation?"

Project impacts on the SR 120 corridor were analyzed. Impact 3.14-2 describes the potentially significant impacts that would occur under existing plus project conditions. Mitigation for this impact consists of the planned SR 120/McKinley Avenue interchange. The SR 120 freeway is planned for widening to six lanes between I-5 and SR 99. The 2014 RTP/SCS shows this as occurring by 2040.



June 18, 2015

Rochelle Henson
City of Manteca
Community Development Department
Planning Division
1001 West Center Street
Manteca, CA 95337

**Project: Draft Programmatic and Project-Level Environmental Impact Report for the Manteca Family Entertainment Zone (FEZ Project)
SCH # 2014022008**

District CEQA Reference No: 20150415

Dear Ms. Henson:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Draft Programmatic and Project-Level Environmental Impact Report (DEIR) for the Manteca Family Entertainment Zone (FEZ Project). Per the Draft EIR, the FEZ Project consists of the following components: (1) approval of the FEZ Master Plan, (2) a rezone of all parcels, (APNs 241-31-53, 241-31-44, 241-31-18, 241-31-32 and portions of 241-31-16, 241-30-48, 241-31-48, 241-30-62 and 241-30-61) from Public/Quasi Public (PQP) to Master Plan (MP), (3) a large lot tentative parcel map, consisting of approximately 19 parcels, for the 210.7-acre site, (4) a site plan review for Phase 1 of the Project, and (5) a conditional use permit for the LED sign associated with the hotel facility. The Project site is located in the City of Manteca, to the north and west of the Stadium Shopping Center, to the west of Milo Candini Drive, to the east of McKinley Avenue, to the south of the City of Manteca Wastewater Quality Control Facility (WQCF), and to the north of State Route 120. The land is owned by the City of Manteca.

H-1

The Project site: (1) incorporates the existing 28-acre Big League Dreams (BLD) facility, (2) provides an additional twenty-five (25) acres to expand BLD and provide soccer fields, (3) identifies approximately sixty-two (62) acres for a potential mix of indoor and outdoor entertainment/recreational uses including a location for an outdoor stadium, (4) provides approximately thirty-three (33) acres of commercial shopping that will generate approximately 360,000 square feet of retail and dining

Sayed Sadredin
Executive Director/Air Pollution Control Officer

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2.0 COMMENTS ON DRAFT EIR AND RESPONSES

District CEQA Reference No: 20150415

Page 2 of 5

type uses, and (5) provides approximately twenty-nine (29) acres for a hotel/lodge, convention center and indoor water park. The balance of the Project site (33.7 acres) is used for roadway infrastructure. Development of the FEZ Project will be phased. Phase 1 is anticipated to include a hotel with approximately 500 rooms, an indoor waterpark, recreational ball fields, and commercial facilities.

H-1 Cont'd

The District offers the following comments:

1. Voluntary Emission Reduction Agreement

The District appreciates the City including Mitigation Measure 3.3-4 pertaining to a Voluntary Emission Reduction Agreement (VERA).

Mitigation Measure 3.3-4 requires the project proponent of each individual phase or portion to explore the potential of entering into a Voluntary Emissions Reduction Agreement (VERA) as a method to achieve emissions reductions in excess of District Rule 9510 (Indirect Source Review) requirements.

Despite the District's significant progress in improving air quality within the San Joaquin Valley, air quality challenges remain due to various unique factors such as topography and meteorology. The District appreciates your efforts to include Mitigation Measure 3.3-4 for project proponents to voluntarily mitigate the air quality impacts by entering into a Voluntary Emission Reduction Agreement with the District.

H-2

For informational purpose, a VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds to the District. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions.

Dollars provided by the project proponent are reinvested in the San Joaquin Valley to reduce emissions. Utilizing the Districts highly successful grant administration program, the funds generated here will be awarded to Valley businesses, residents, and municipalities to generate real and quantifiable reductions in emissions. The following are some examples of how these funds will be utilized to reduce air pollution:

- Grants to farmers to purchase new irrigation pump engines or motors.
- Grants to farmers to purchase new tractors.
- Grants to truckers to purchase new trucks, or retrofit existing trucks.
- Public Benefit Grants to reduce emissions from mobile sources.

- Grants to Valley residents to purchase cleaner vehicles.
- Grants to Valley residents through the District's Tune-In Tune-Up program to repair older high-polluting vehicles.
- Grants to replace older and high-polluting school buses.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the lead agency that the mitigation is completed, providing the lead agency with an enforceable mitigation measure demonstrating that project specific emissions have been mitigated.

H-2

Over the years, the District has built a reputation for excellence in the implementation of these programs, as highlighted by recent audits by state agencies that lauded the District's incentive programs for their efficiency and effectiveness. The District's incentive programs have invested over \$1 billion in public and private funding for clean air projects reducing more than 100,000 tons of emissions.

The District looks forward to working with the City and the project proponents on potential VERAs.

2. Health Impacts Assessment

FEZ Project related health impacts should be evaluated to determine if emissions of toxic air contaminants (TACs) would pose a significant health risk to nearby residents/worksites.

The location of development projects is a major factor in determining whether they will result in localized air quality impacts. The potential for adverse air quality impacts increase as the distance between the source of emissions and receptors decrease. From a health risk perspective, there are two types of land use projects that have the potential to cause long-term public health risk impacts: 1) those that locate new toxic sources in the vicinity of existing receptors and 2) those that locate new receptors in the vicinity of existing toxic sources.

H-3

The DEIR, Air Quality section 3.3, page 3.3-29, states: "Table 3.3-12 provides the California Air Resources Board minimum separation recommendations on siting sensitive land uses." "There are no traditional sensitive receptors such as residences, hospitals or schools that are proposed as part of this project." CARB's minimum separation recommendations apply to the siting of sensitive receptors, such as residences, in the vicinity of existing toxic sources. Therefore, the 500-foot separation distance does not apply to the FEZ Project.

The District recommends that the FEZ Project's related health impacts be evaluated to determine if emissions of toxic air contaminants (TACs) would pose a significant health risk to nearby residents/worksites. TACs are defined as air pollutants that may cause or contribute to an increase in risk exposure to the surrounding public. The most common source of TACs can be attributed to diesel exhaust that is emitted from both stationary sources, for example diesel generators, and mobile sources, i.e. truck travel, idling, and transportation refrigeration units (TRUs).

H-3 Cont'd

3. Project-level analysis for Phase 1

A project-level description and analysis for Phase 1 should be provided separate from the program level analysis for the proposed Project.

The DEIR, pages 1.0-1 and 1.0-2, states: "...it includes a project-level analysis for Phase 1, the undergrounding of the French Camp Outlet Canal (FCOC), and infrastructure needed to serve Phase 1." "This EIR includes a project-level analysis of the Phase 1 Lodging Facility, which has current development applications filed with the City of Manteca."

H-4

The CalEEMod analysis provided in the Draft EIR appears to be based on the entire FEZ Project, i.e. a program-level analysis. Therefore, to comply with CEQA requirements for full disclosure, the District recommends that a project-level description and analysis for Phase 1 be provided separately from the program level analysis.

4. District Rule 4002 (National Emission Standards for Hazardous Air Pollutants)

In the event that any portion of an existing building will be renovated, partially demolished or removed, please contact the District's Compliance Division at (559) 230-6000.

The Project includes the removal of an existing onsite mobile home. In the event that any portion of 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 Asbestos Program covers most renovations and all demolition projects in the San Joaquin Valley air basin. Elements of the Program include Survey and Notification Requirements prior to beginning a project. If you have any questions concerning asbestos related requirements, please contact the District's Compliance Division at (559) 230-6000.

H-5

The District's Asbestos Requirements for Demolitions and Renovations can be found online at <http://www.valleyair.org/busind/comply/asbestos-0514.htm>

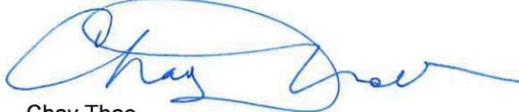
District CEQA Reference No: 20150415

Page 5 of 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 Georgia Stewart at (559) 230-5937.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Chay Thao
Program Manager

AM: gs

Response to Comment H **Arnaud Marjollet, San Joaquin Valley Air Pollution Control District**

Response H-1: The commentor provides an introduction to the comment letter, stating that his agency has reviewed the Draft Environmental Impact Report. The commentor provides their understanding of the project components.

This comment is noted. These comments serve as an introduction to the commentor's letter and do not warrant a response. No further response is necessary.

Response H-2: The commentor indicates that the SJVAPCD appreciates the City including Mitigation Measure 3.3-4 pertaining to Voluntary Emission Reduction Agreement (VERA). The commentor provides background and clarification regarding the details of how a VERA works and ultimately how they fund emission reductions. The commentor cites various examples of how VERA funds are used. The commentor concludes by indicating that the SJVAPCD looks forward to working with the City and the project proponents on potential VERAs.

This comment is noted. The Draft EIR page 3.3-21 adequately discusses a VERA in accordance with the SJVAPCD's NOP comments letter. Mitigation Measure 3.3-4 requires the project proponent consider the potential use of a VERA as a method to achieve emissions reductions in excess of District Rule 9510 (Indirect Source Review) requirements. The mitigation measure also requires consideration of the benefits of improved air quality with the costs of implementation in the decision making process. Because a VERA is a "voluntary" contractual agreement that is negotiated, it cannot be certain that both parties will agree to acceptable terms. As such, it is emphasized herein that the inclusion of this mitigation does not guarantee that the impact would be reduced to a less than significant level. The Draft EIR concludes that the impact would be significant and unavoidable relative to operational air emissions.

Response H-3: The commentor indicates that the FEZ project related health impacts should be evaluated to determine if emissions of toxic air contaminants (TACs) would pose a significant health risk to nearby residents/worksites. The commentor references text from page 3.3-29 of the Draft EIR, which states "Table 3.3-12 provides the California Air Resources Board minimum separation recommendations on siting sensitive land uses...There are no traditional sensitive receptors such as residences, hospitals, or schools that are proposed as part of this project." The commentor notes that CARB's minimum separation recommendations apply to siting of sensitive receptors, such as residences, in the vicinity of existing toxic sources; therefore, the 500-foot separation distance does not apply to the FEZ project. The commentor recommends that the FEZ project related health impacts be evaluated to determine if emissions of toxic air contaminants (TACs) would pose a significant health risk to nearby residents/worksites.

The commentor indicates that the most common source of TACs can be attributed to diesel exhaust that is emitted from both stationary or mobile sources.

The Draft EIR discusses toxic air contaminants (TACs) on page 3.3-28 through 3.3-30, specifically under Impact 3.3-4. This section of the Draft EIR defines TACs, presents the risks, and discusses the efforts that the EPA has implemented to significantly reduce TACs through cleaner fuels and cleaner engines. This section also references the California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective (2007)*, which provides information to local planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial and mobile sources of air pollution. The Draft EIR states that *“The most serious pollutants on a statewide basis include diesel exhaust particulate matter (diesel PM), benzene, and 1,3-butadiene, all of which are emitted by motor vehicles. These mobile source air toxics are largely associated with freeways and high traffic roads. Non-mobile source air toxics are largely associated with industrial and commercial uses.”* Table 3.3-12 of the Draft EIR presents the the California Air Resources Board minimum separation recommendations on siting sensitive land uses. Consistent with the commentor’s statements, the Draft EIR indicates that there are no traditional sensitive receptors such as residences, hospitals, or schools that are proposed as part of the FEZ project and the park amenities are well beyond the 500-foot minimum separation distance. The Draft EIR also indicates that the proposed project does not include any of the source categories identified in the CARB minimum separation standards such as distribution centers, rail yards, ports, refineries, chrome platers, dry cleaning, gasoline dispensing, or other industrial or commercial polluters. Because the FEZ project does not have sensitive land uses within 500 feet of the freeway, and it does not generate TACs that would potentially impact land uses in the vicinity, the Draft EIR concluded that the impact would be less than significant.

Response H-4: The commentor states that a Project-level of analysis should be provided separate from the program level analysis for the proposed project. The commentor references pages 1.0-1 and 1.0-2 from the Introduction section of the Draft EIR, which indicates that Phase 1 is analyzed at a project-level. The commentor indicates that the CalEEMod analysis provided in the Draft EIR appears to be based on the entire FEZ project, and the commentor states that *“...to comply with CEQA requirements for full disclosure, the District recommends that a project-level description and analysis for Phase 1 be provided separately from the program level analysis.”*

The commentor is directed to Section 3.3 Air Quality Page 3.3-1 of the Draft EIR, which indicates that *“The analysis contained in this section is intended to be at a **project-level**, and covers impacts associated with the conversion of the entire site to urban uses.”* The commentor correctly references statements in the Introduction section of the Draft EIR

that indicate that the EIR is a Program-level for the FEZ project as a whole, and a Project-level for Phase 1 of the project. The program-level of analysis was prepared for the project as a whole because some details of subsequent phases was not available; however, for certain topics, including Air Quality, there was enough information to analyze impacts associated with the entirety of the project. In an effort to comply with the CEQA requirements for full disclosure, Air Quality modeling was performed for the project as a whole because enough project detail was available for a project-level analysis. The project-level analysis is inclusive of Phase 1 and all other Phases. As shown in the CalEEMod outputs in Appendix C of the Draft EIR, the land uses analyzed include the Phase 1 uses as well as all other uses within the FEZ project. The Draft EIR as circulated fully complies with the CEQA requirements for full disclosure of the environmental impacts of Phase 1 and all other Phases. The District's recommendation that a project-level description and analysis for Phase 1 be provided separately from the full project-level analysis already provided in Section 3.3 does not serve any purpose other than to provide the analysis in separate pieces. Separating the analysis into pieces would not change the environmental impact conclusions, and would not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. No further response is necessary.

Response H-5: The commentor states that in the event that any portion of an existing building will be renovated, partially demolished or removed, please contact the District. The commentor indicates that the project will require removal of the onsite mobile home, which is subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The commentor states that the District's Asbestos Program covers these removal/demo activities.

This comment is noted. The Draft EIR presents the SJVAPCD's rules and regulations on page 3.3-14 through 3.3-15. The Draft EIR specifically presents Rule 4002 on page 3.3-14. The SJVAPCD's rules and regulations, including Rule 4002 is applicable to any demolition within with the region, and is a standard requirement for demolition of structures within the City of Manteca.

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Revisions made to the Draft EIR are identified below. None of the revisions identify new significant environmental impacts, nor does any of the revisions result in substantive changes to the Draft EIR. The new information to the EIR is intended merely correct, clarify, amplify, and makes insignificant modifications.

3.1 REVISIONS TO THE DRAFT EIR

EXECUTIVE SUMMARY

The Executive Summary was revised to reflect changes within Table ES-2: Project Impacts and Proposed Mitigation Measures, all of which are incorporated into the EIR. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in the Executive Summary on Page ES-11. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Mitigation Measure 3.3-3: *Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development, the project proponent shall prepare ~~and implement~~ a transportation demand management (TDM) plan that includes, but is not limited to, the following measures subject to the review and approval of the City of Manteca:*

- Provide secure bicycle parking in conjunction with each individual phase or project component.
- Provide designated ~~vanpool carpool~~ parking spaces for employees within the parking lots with pavement markings and signage.
- Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities.
- Coordinate Coordination with SJCOG's Commute Connection Program

The City of Manteca shall require the project proponent, their successor-in-interest, their designated property management company, and any future retail tenants to implement the TDM plan and coordinate with SJCOG's Commute Connection Program.

PROJECT DESCRIPTION

The Project Description was revised to reflect refinements to the description of the FCOC undergrounding. The revisions to the project description are intended to reflect more detailed engineering and design that has taken place as it related to the FCOC. It was originally contemplated that the undergrounding of this facility would be with dual 60 inch pipes and performed in the first phase. During the engineering/design process it was determined that an alternative to dual 60 inch pipes would be a better and more efficient design. The undergrounding efforts was also anticipated to begin immediately, although it now is anticipated to occur in the second phase of the FEZ project. The changes to the EIR occur in the Project Description on Page 2-22. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

It is anticipated that The FCOC carries a peak flow of approximately ~~150-160~~ cubic feet per second (cfs). To accommodate this flow, the channel will be replaced with dual 60-inch pipes 8-ft wide x 4-ft high box culverts. Installation of this conveyance system is expected to occur with the ~~first-second~~ phase of infrastructure, ~~along~~

~~with the construction of the Daniel Street extension to McKinley Avenue. For the first phase of infrastructure improvements, the existing 12-ft wide x 3-ft high box culvert in Daniels Street will be extended along the proposed Daniels Street extension, connecting to the existing FCOC open channel north of Daniels Street in the vicinity of the westerly driveway of the GWL site. A 54-inch force main, conveying drainage from the proposed South Manteca Storm Drain Pump Station (SDPS) located south of SR-120, will also converge with the FCOC in this location under the first phase of infrastructure improvements.~~

The Project Description was also revised to reflect changes to the hotel building and layout, including a reduction in the building size (i.e. reduced from six stories to four stories) and a reduction in the number of rooms (i.e. reduced from 500 rooms to 470 rooms). The revisions to the project description are intended to reduce the environmental impacts associated with aesthetics, air quality, greenhouse gas emissions, public services, transportation, and utilities. The changes to the EIR occur in the Project Description on Page 2-25 and 2-26. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text). (Note: In addition to the changes below, additional detailed information regarding phase 1 of the FEZ project has been developed. The additional information is in the form of preliminary drawings that are intended to amplify what is already textually described as Phase 1 of the FEZ project throughout the EIR. These drawings are provided in Appendix I.

Phase 1:

It is preliminarily envisioned that Phase 1 development will include:

- A four story 500-470 room hotel including 30,000 square feet of conference/meeting/exhibition facility with 37,500 square feet of restaurant (food and beverage) space, community space, general retail, party rooms and related game rooms. Also will include a 75,000 square foot indoor multi-level waterpark.
- The extension of Daniels Street, in a westerly direction to connect to McKinley Avenue in the "T" intersection. Daniels Street will extend from its current terminus at the southeast corner of the property, in a westerly direction, providing access to the proposed hotel and conference center site to the south, and to the Retail, Dining and Entertainment District of the FEZ to the north (PA-4 and PA-5).
- The service entrance to the northwest corner of the Stadium Shopping Center will be reconfigured to provide navigable truck turning movements into the rear of that parcel.
- Main Vehicular Entrance: The FEZ project will have its main vehicular entrance on Daniels Street, located northwest corner of the Stadium Shopping Center.
- A man-made lake or basin.

SECTION 3.3 AIR QUALITY

This section was revised to include new and revised information to the EIR based on comments noted by the San Joaquin Valley Air Pollution Control District. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.3 Air Quality on Page 3.3-22. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Mitigation Measure 3.3-3: *Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development, the project proponent shall prepare ~~and implement~~ a transportation demand management (TDM) plan that includes, but is not limited to, the following measures subject to the review and approval of the City of Manteca:*

- Provide secure bicycle parking in conjunction with each individual phase or project component.
- Provide designated ~~vanpool carpool~~ parking spaces for employees within the parking lots with pavement markings and signage.
- Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities.
- ~~Coordinate~~ Coordination with SJCOG's Commute Connection Program

The City of Manteca shall require the project proponent, their successor-in-interest, their designated property management company, and any future retail tenants to implement the TDM plan and coordinate with SJCOG's Commute Connection Program.

SECTION 3.4 BIOLOGICAL RESOURCES

Mitigation Measure 3.4-5 was revised to include new and revised information to the EIR based on comments by the City of Manteca. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.4 Biological Resources on Page 3.4-34. The changes are identified with revision marks (underline for new text, ~~strike out~~ for deleted text).

Mitigation Measure 3.4-5: *The project proponent shall implement the following nonstructural BMPs that focus on preventing pollutants from entering stormwater: Pollution Prevention/Good Housekeeping*

- A spill response and prevention plan shall be developed as a component of (1) SWPPPs prepared for construction activities, (2) SWPPPs for facilities subject to the NPDES Stormwater Permit, and (3) spill prevention control and countermeasure plans for qualifying facilities.
- Streets and parking lots shall be swept at an interval acceptable to minimize pollution.
- Operation and Maintenance (O&M) of Treatment Controls
 - An Operation and Maintenance (O&M) Plan shall be developed for the storm drainage facilities to ensure long-term performance. The O&M plan shall incorporate the manufacturers' recommended maintenance procedures and include (1) provisions for debris removal, (2) guidance for addressing public health or safety issues, and (3) methods and criteria for assessing the efficacy of the storm drainage system. An annual report shall be submitted to the City certifying that maintenance of the facilities was conducted according to the O&M plan.

Nonstructural BMPs shall be noted on construction documents/plans.

Mitigation Measure 3.4-8 was revised to include new and revised information to the EIR based on comments by the City of Manteca. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.4 Biological Resources on Page 3.4-37. The changes are identified with revision marks (underline for new text, ~~strike out~~ for deleted text).

Mitigation Measure 3.4-8: ~~Prior to Site Plan Review approval~~ Prior to the issuance of a grading permit for each individual phase (after phase 1), or a portion of each individual phase (after Phase 1), a tree survey shall be conducted by a qualified arborist to enumerate and evaluate all trees on the proposed project site that meet the standards in the applicable Manteca Municipal Code. Trees that are subject to protection but are proposed to be removed as a result of project implementation shall be replaced at a ratio of 1:1 and in accordance with the Tree Replacement Schedule as outlined in the Manteca Municipal Code (17.48.060). Replacement trees shall be planted on-site at a location in the general vicinity that is agreeable to the City.

SECTION 3.5 CULTURAL RESOURCES

Mitigation Measure 3.5-1 was revised to include new and revised information to the EIR based on comments by the City of Manteca. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.5 Cultural Resources on Page 3.5-8. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Mitigation Measure 3.5-1: *If any cultural resources, including prehistoric or historic artifact, or other indications of archaeological resources are found during grading and construction activities for any individual phase, or portion of an individual phase of the project, all work shall be halted immediately within a 200-foot radius of the discovery until an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, has evaluated the find(s). Construction activities beyond the 200-foot radius can proceed unless it is determined by the City and the archaeologist that additional areas require evaluation.*

Work cannot continue at the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the NRHP or CRHR; or 3) not a significant Public Trust Resource.

If Native American resources are identified, a Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the Native American Heritage Commission, may also be required and, if required, shall be retained at the Applicant's expense.

All standards shall be noted on construction documents/plans.

Mitigation Measure 3.5-2 was revised to include new and revised information to the EIR based on comments by the City of Manteca. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.5 Cultural Resources on Page 3.5-9. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Mitigation Measure 3.5-2: *If paleontological resources are discovered during the course of construction for any individual phase, or portion of an individual phase of the project, work shall be halted immediately within 165 feet of the discovery, the City of Manteca shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*

All standards shall be noted on construction documents/plans.

Mitigation Measure 3.5-3 was revised to include new and revised information to the EIR based on comments by the City of Manteca. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.5 Cultural Resources on Page 3.5-10. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Mitigation Measure 3.5-3: *If human remains are discovered during the course of construction for any individual phase, or a portion of an individual phase of the project, work shall be halted at the site and any nearby area reasonably suspected to overlie adjacent human remains until the San Joaquin County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, either of the following steps will be taken:*

- *The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make 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, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.*
- *The project proponent shall retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and reburial of the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs:*
 - *The Native American Heritage Commission is unable to identify a descendent.*
 - *The descendant identified fails to make a recommendation.*
 - *The City of Manteca or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*

All standards shall be noted on construction documents/plans.

SECTION 3.12 NOISE

Mitigation Measure 3.12-2 was revised to include new and revised information to the EIR based on comments noted by the City of Manteca. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.12 Noise on Page 3.12-17. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Mitigation Measure 3.12-2: *Prior to the development of each individual phase, or a portion of each individual phase of development, proposed uses which include extensive noise generating uses shall be reviewed by the City of Manteca to ensure that exterior noise levels would not exceed the applicable City of Manteca noise standards. The Table 3.12-10 data shall be used as a screening tool to determine which uses may exceed the City's standards. The City shall prohibit the approval of a use that would cause an exceedance of the noise standards at a sensitive receptor unless sufficient noise control measures are implemented in the project design. The specific development proposals within the project site shall be reviewed by the City of Manteca when the detailed information is available for the individual development/construction approvals, which may occur during Site Plan Review ~~Architectural Design Review~~ and/or Building Permit.*

SECTION 3.14 TRANSPORTATION AND CIRCULATION

This section was revised to include new and revised information to the EIR based on comments noted by the Caltrans, and San Joaquin Council of Governments. The revisions are intended to correct, clarify, amplify, and makes insignificant modifications, all of which are incorporated into the EIR. The changes to the EIR occur in Section 3.13 Transportation and Circulation on Page 3.14-14 through 3.14-15. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

San Joaquin County Regional Transportation Plan

In June 2014, the San Joaquin Council of Governments (SJCOC) adopted the *2014 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS)*. This document outlines countywide transportation expenditures based on funding from sources like the federal government, the State of California, and locally collected funds. The RTP contains several proposed improvements that would benefit the regional roadway network within the study area. The improvements, which are listed in Table 3.14-9, are in the Tier 1 category, meaning they have programmed funding sources.

Table 3.14-9: Status of Planned Improvements in Study Area

Project	Included in Tier I List in 2014 RTP/SCS?	Included in Measure K?	Included in RTIF?
SR 120 Widening – 4 to 6 lanes from I-5 to SR 99	Yes	Yes	Yes
New SR 120/McKinley interchange	Yes	Yes	Yes
Upgrade SR 120/Union Road interchange	Yes	Yes	No
Airport Way Widening – 2 to 4 lanes from SR 120 to Lathrop Road	Yes	Yes	Yes
<u>SR 120/Airport Way interchange ramp</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Yosemite Avenue east of Airport Way</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Raymus Expressway – 2 to 6 lane expressway from SR 120 to SR 99	Yes	No	Yes
Source: Fehr & Peers, 2014			

San Joaquin County Congestion Management Plan

SJCOG operates a Regional Congestion Management Program (RCMP), which monitors cumulative transportation impacts of growth on the regional roadway system, identifies deficient roadways, and develops plans to mitigate the deficiencies. The RCMP considers LOS E or F operations to be deficient and includes segments of SR 120 and Airport Way (north of SR 120) as CMP facilities.

San Joaquin County Regional Traffic Impact Fee (RTIF)

SJCOG has implemented a regional traffic impact fee that is assessed on new developments throughout San Joaquin County. The RTIF capital project list provides funding for various freeway and local road widening (project list found at: <http://www.sanjoaquincountytimf.com>). The RTIF capital project began in 2005, and has generated nearly \$30 million in funding for project delivery. For fiscal year ~~2012–2014/2015~~ (per: <http://www.sjco.org/AgendaCenter/ViewFile/Agenda/01102013-166>), the fee schedule for new residential development is approximately \$~~2,9873,084.58~~ for single-family units and \$~~1,7921,850.75~~ for multi-family units. RTIF funds are expended on regionally significant capital improvements. Table 3.14-9 lists those projects included in this fee program within the study area.

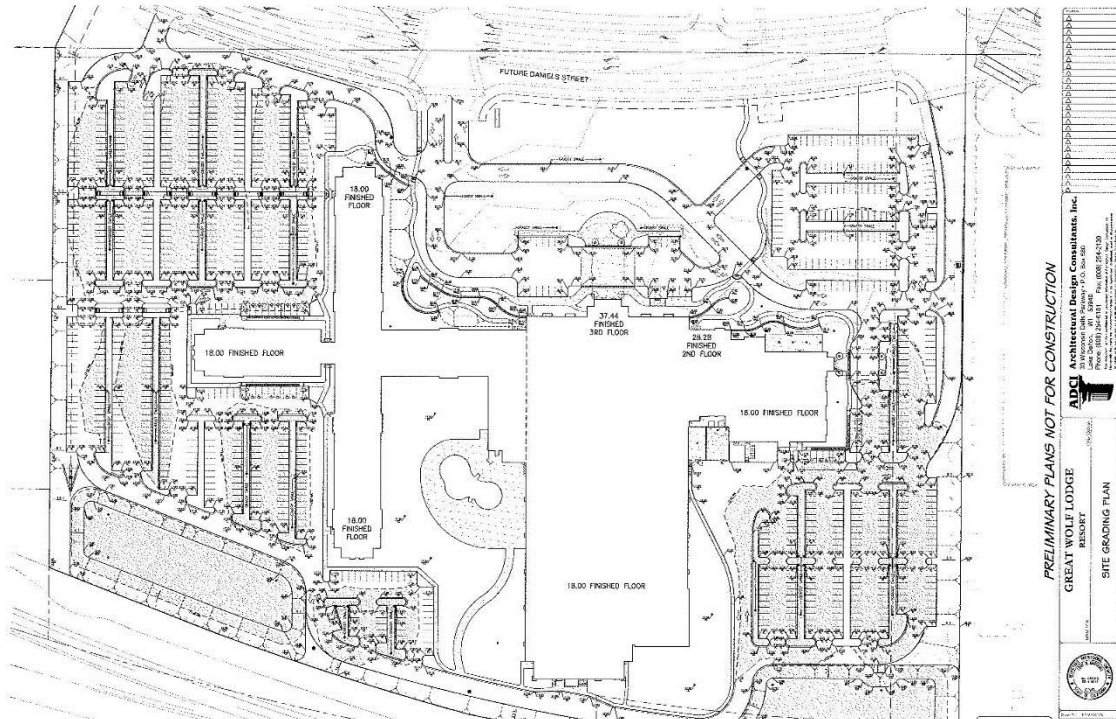
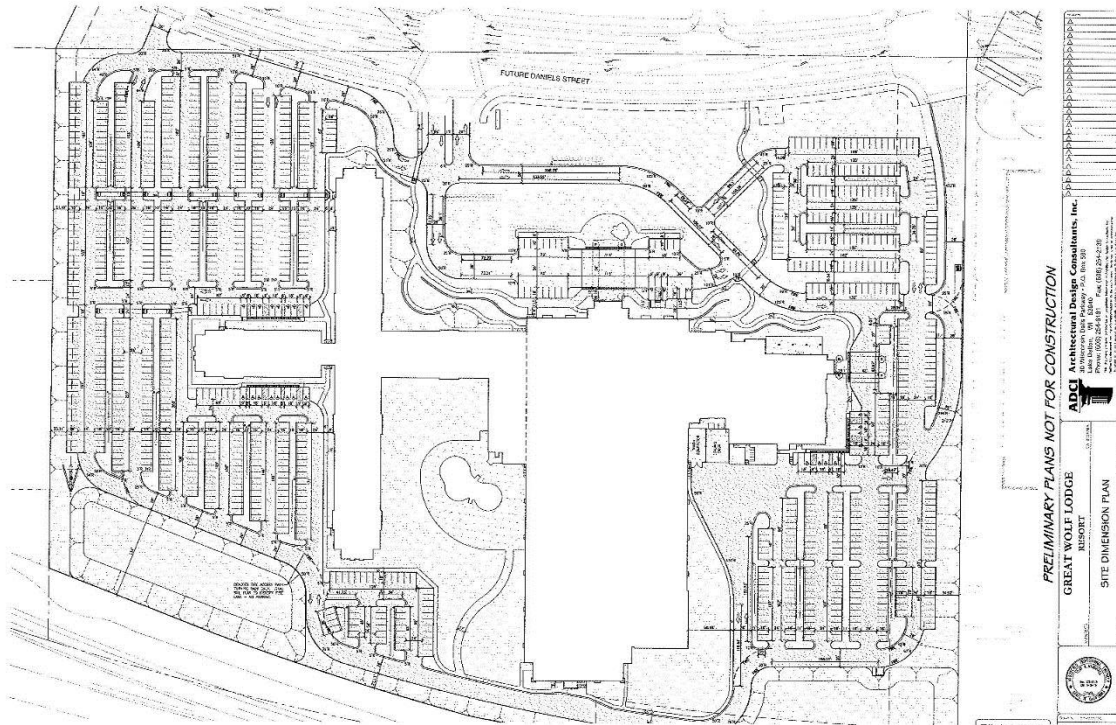
Measure K

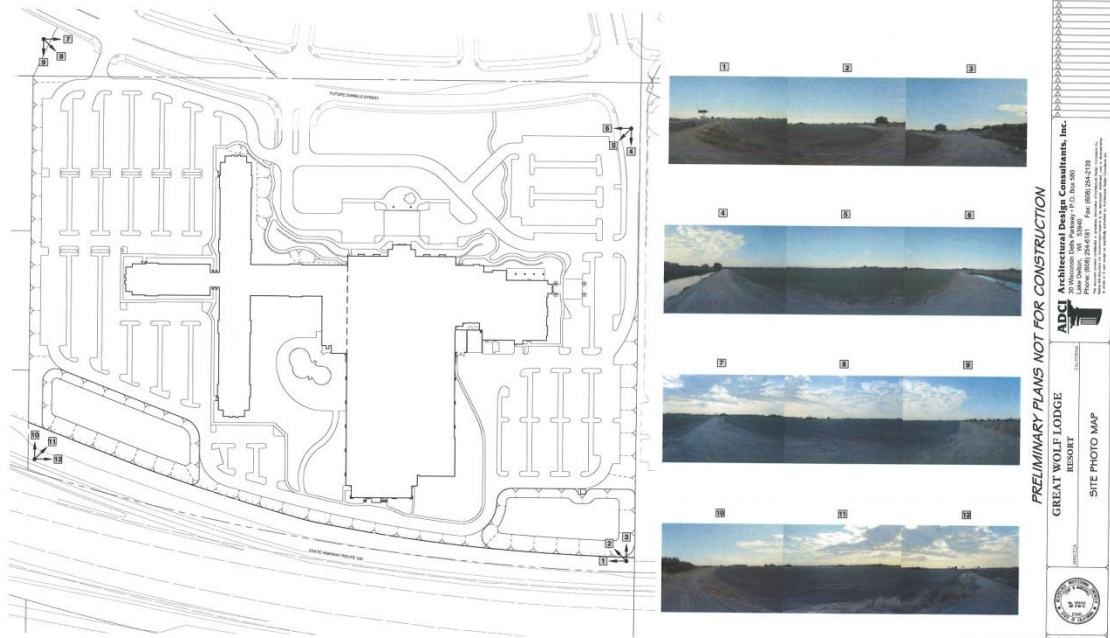
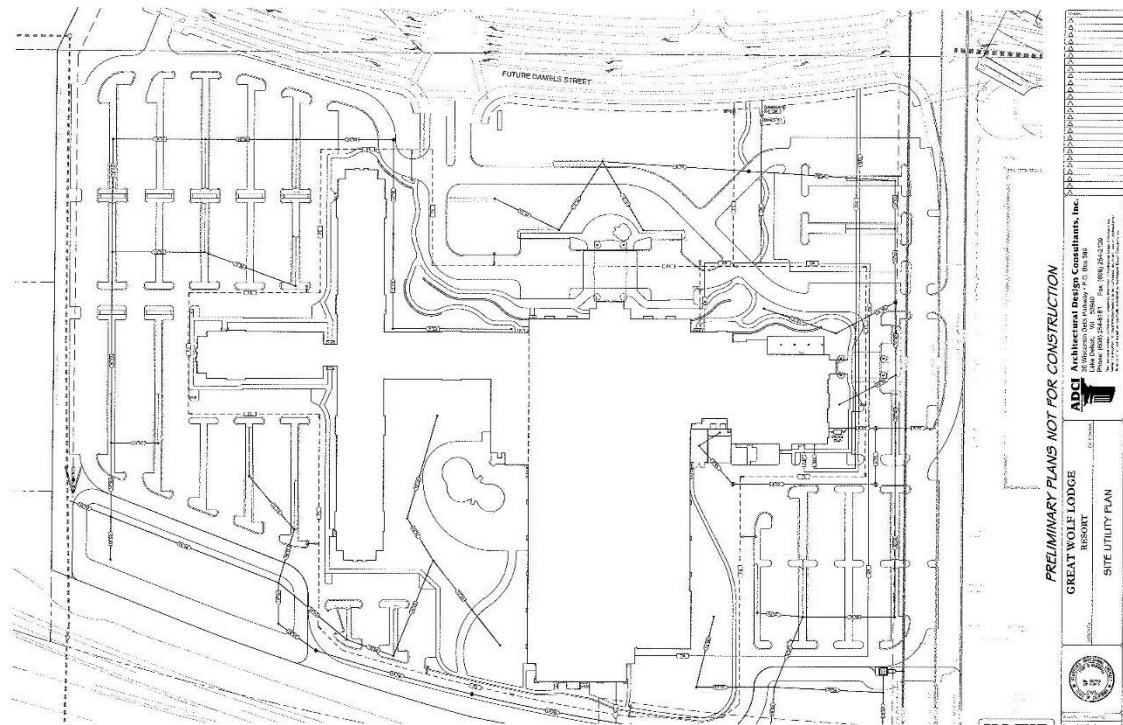
Measure K is the half-cent sales tax dedicated to transportation projects in San Joaquin County. Measure K was passed in November 1990, and began collecting funds for a system of improved highways and local streets, new passenger rail service, regional and inter-regional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings. On November 7, 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years. The renewal of Measure K is estimated to generate \$2.552 billion for the transportation programs identified in the Measure K Expenditure Plan. Table 3.14-9 lists those projects included in this ~~Expenditure Plan fee program~~ within the study area.

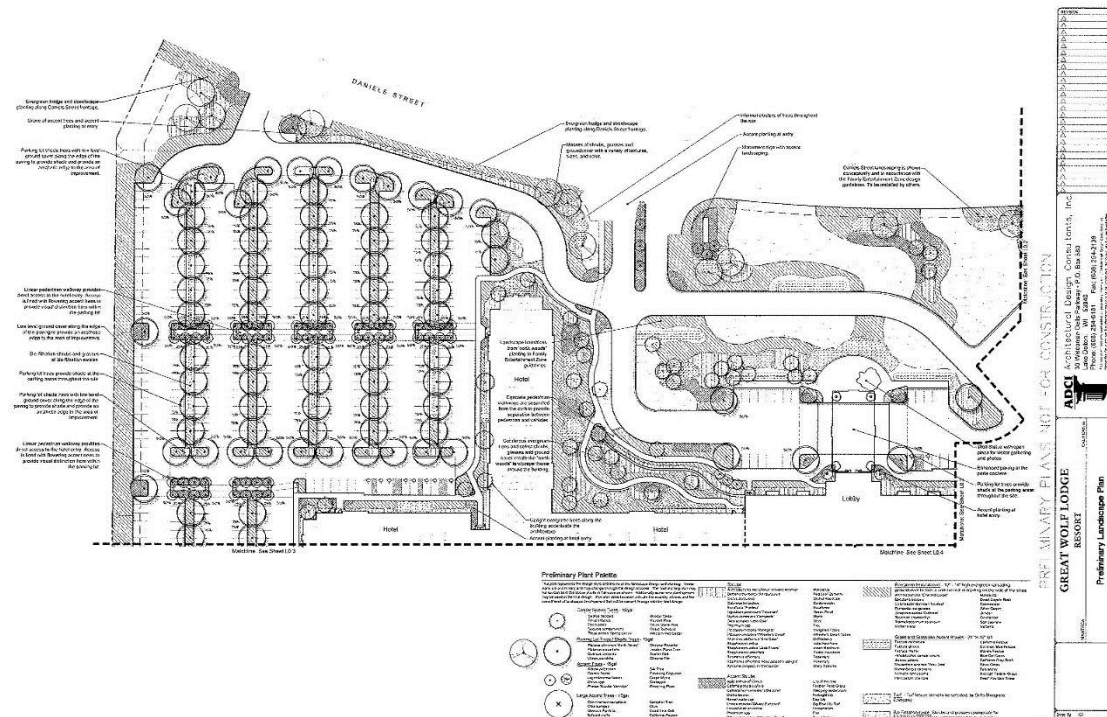
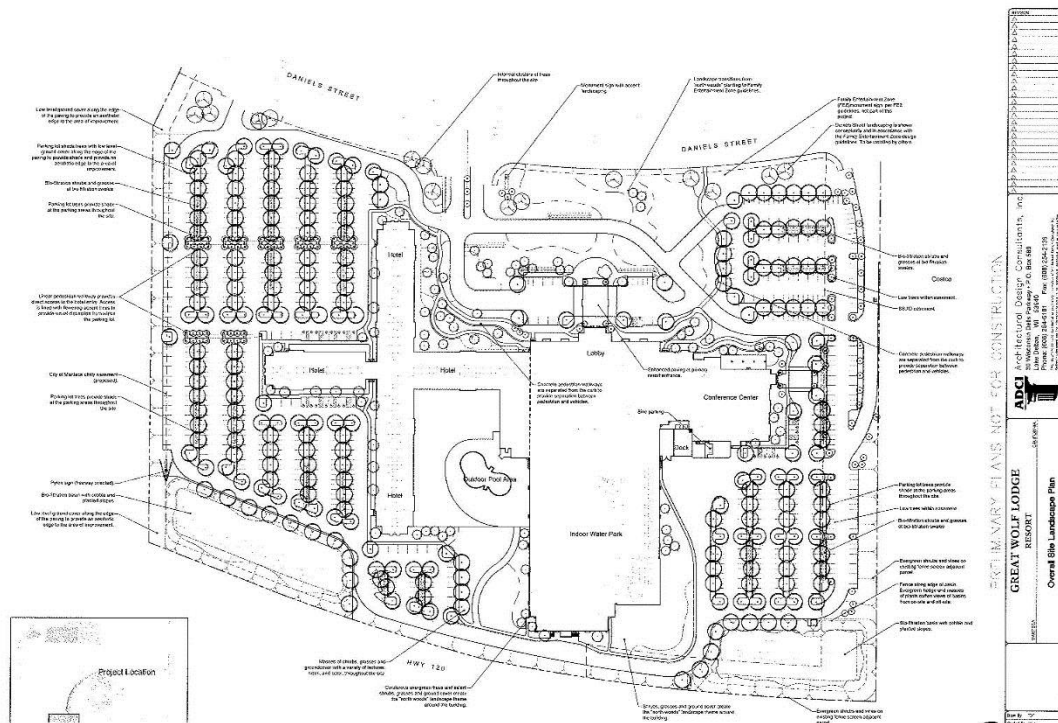
APPENDIX I

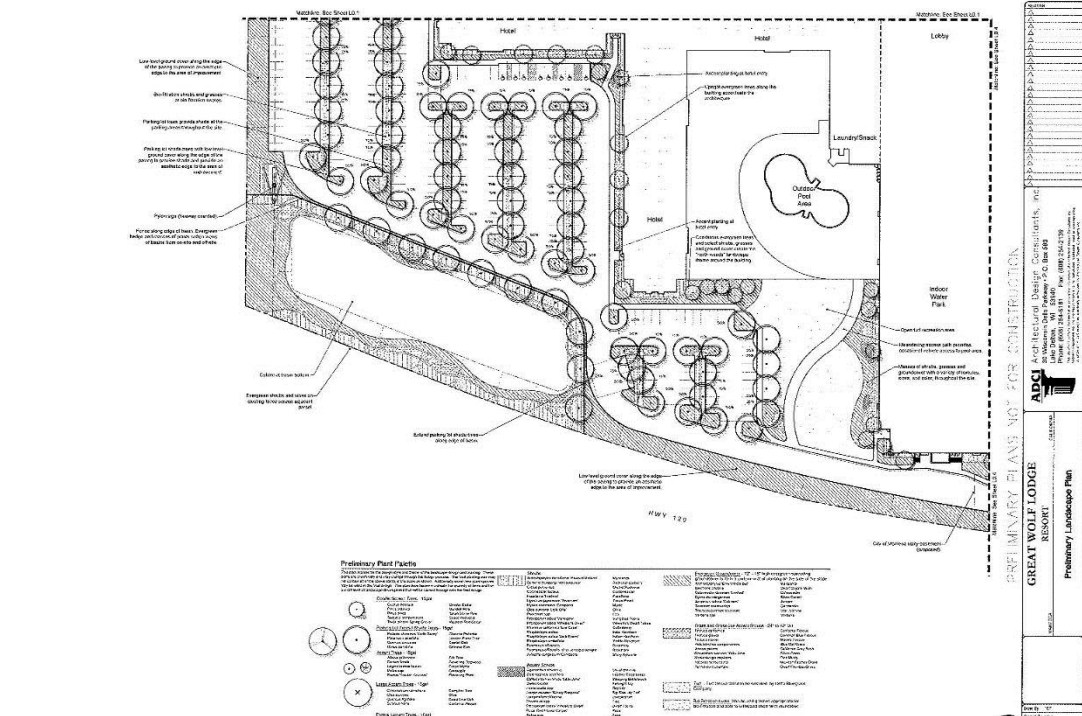
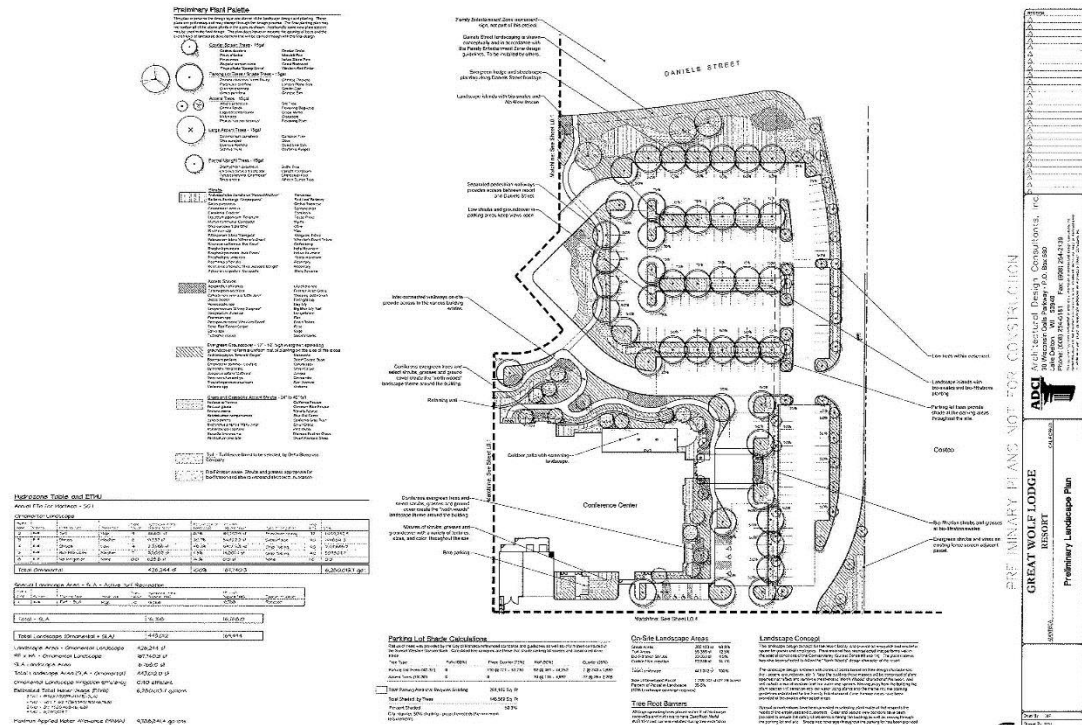
This Appendix was added to provide additional detailed information to the EIR regarding phase 1 of the FEZ project. The additional information is in the form of preliminary drawings that are intended to amplify what is already textually described as Phase 1 of the FEZ project throughout the EIR.

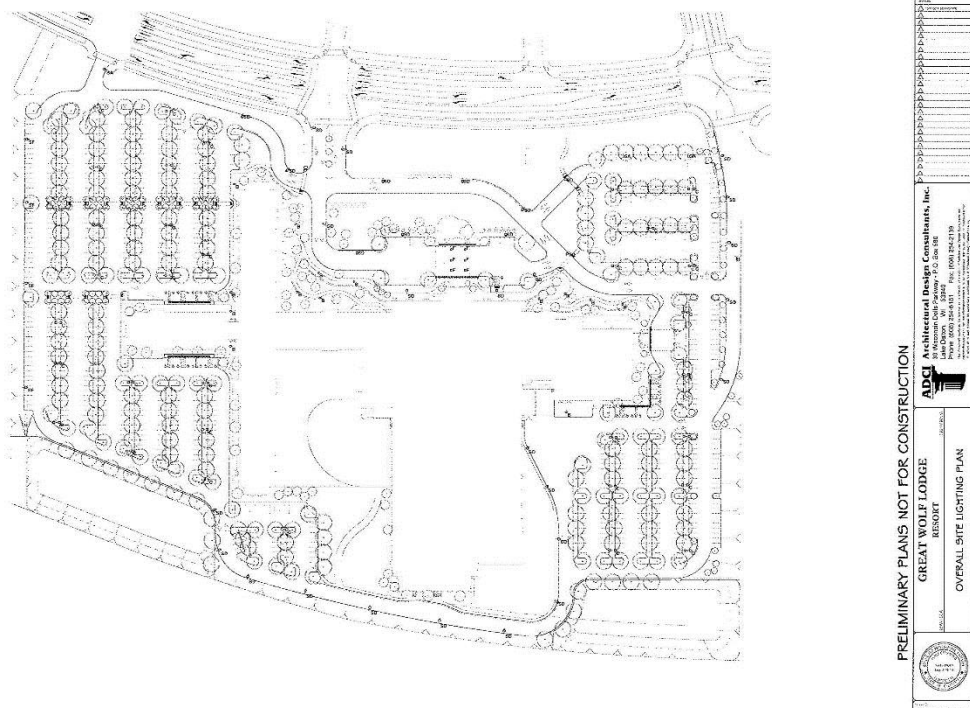
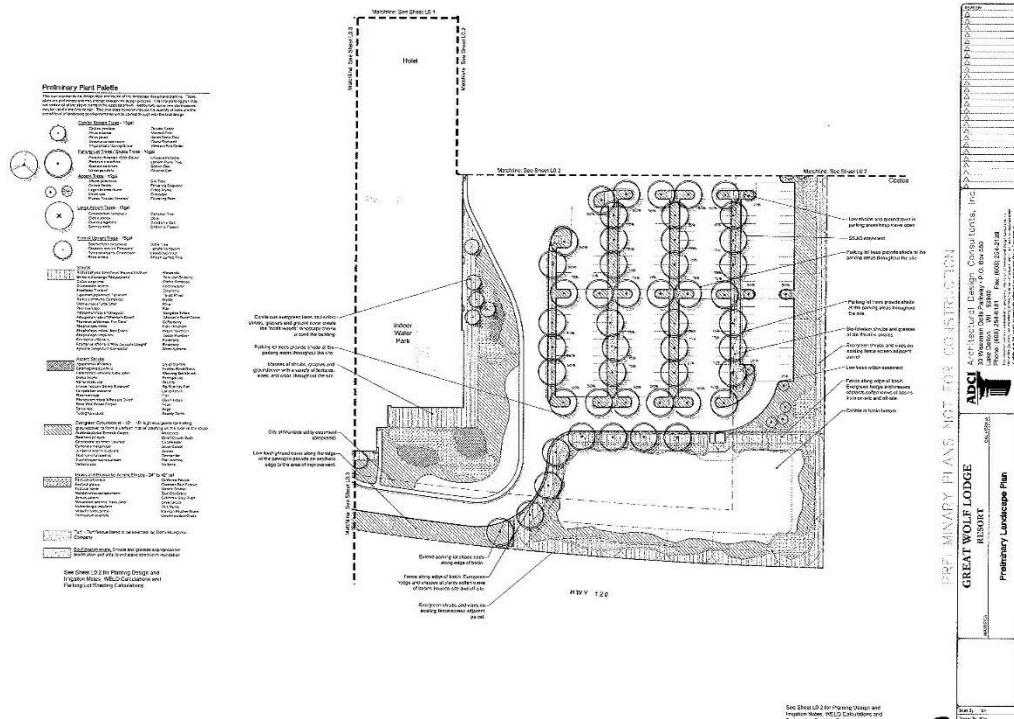
3.0 ERRATA

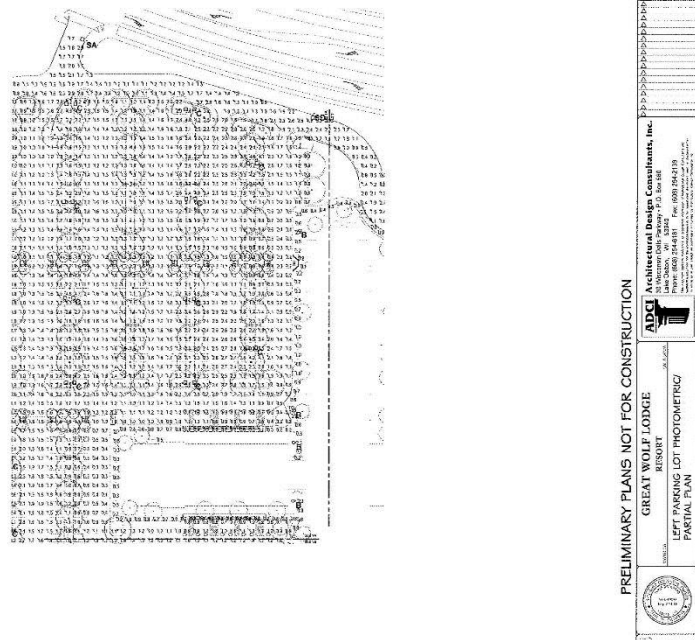
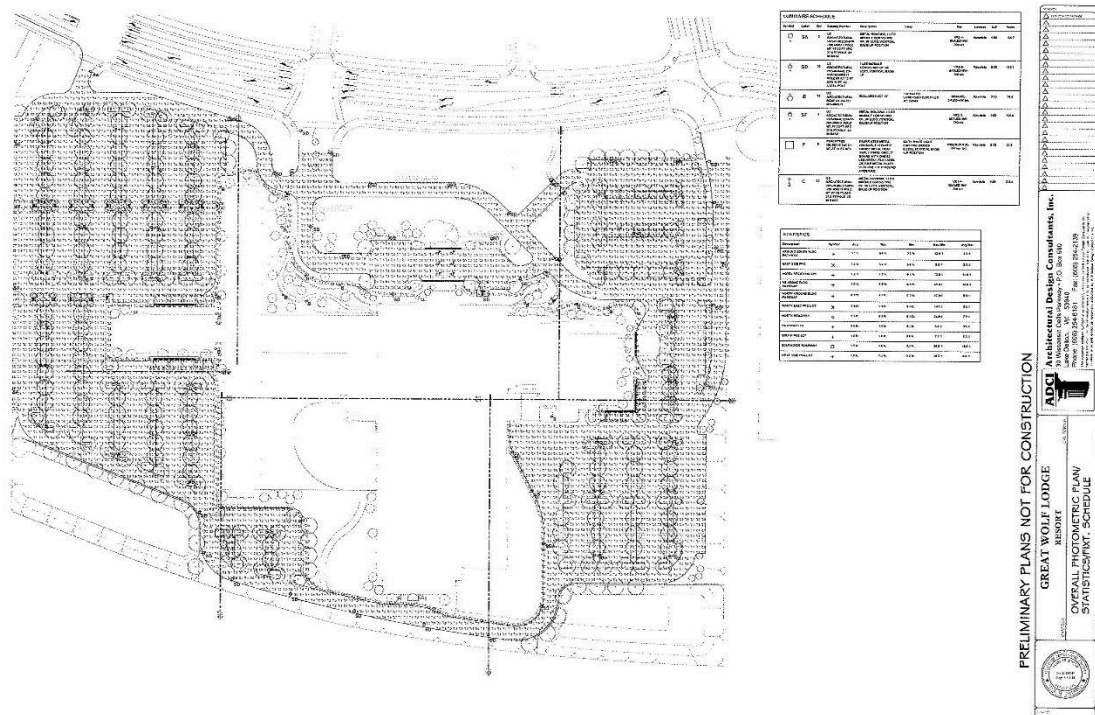




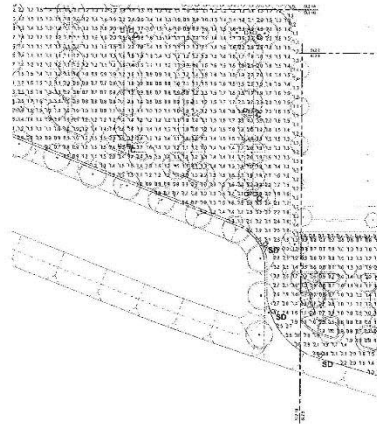








ERRATA





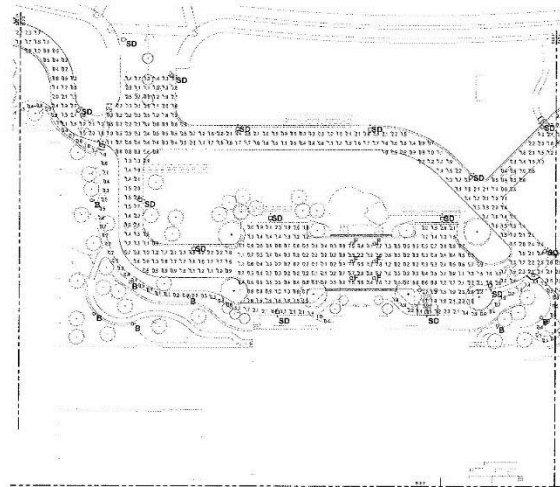
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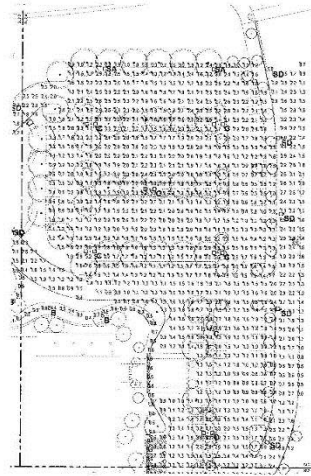
ARDCI Architects and Design Consultants, Inc.
 124 Wisconsin Court Parkway, P.O. Box 188
 Irvine, California 92614-0188 Fax: (949) 242-1130
 Telex: 980003 ARDCI Fax: (949) 242-1130

 I hereby certify that the above-named architect is duly licensed by the State of California.
 I am duly licensed by the State of California as a Professional Engineer.
 I am duly licensed by the State of California as a Professional Geologist.

GREAT WOLF LODGE
RESORT

LEFT PARKING LOT PHOTOMETRIC
RIGHT PARKING LOT PHOTOMETRIC

[illegible]



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GREAT WOLF LODGE
RESORT

PARKING LOT PHOTOMETRIC
PARTIAL PLAN

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10 Alvarado Street, Suite 100
Petaluma, CA 94954
Phone: (707) 254-6181 Fax: (707) 254-6182

DATE: 10/1/2011

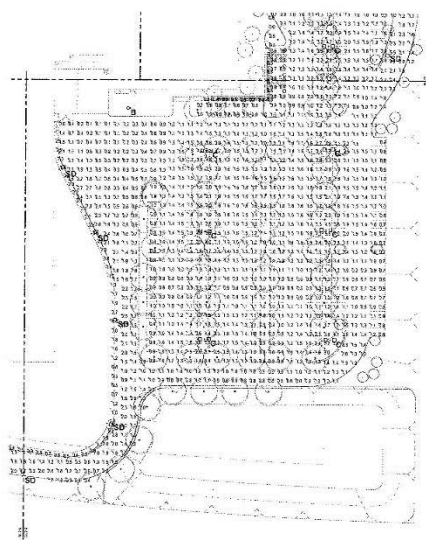
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CHECKED: [Signature]

PROJECT: [Project Name]

SCALE: [Scale]

FIGURE: [Figure Number]



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RESORT

PARKING LOT PHOTOMETRIC
PARTIAL PLAN

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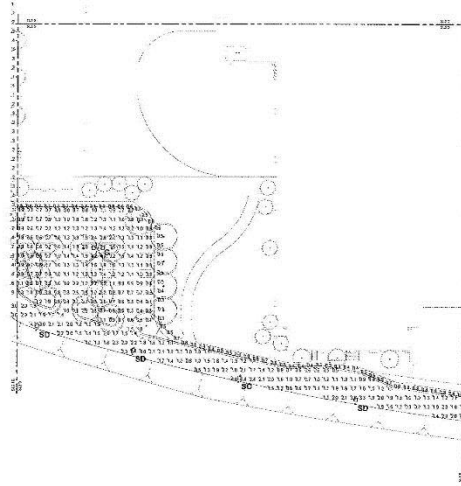
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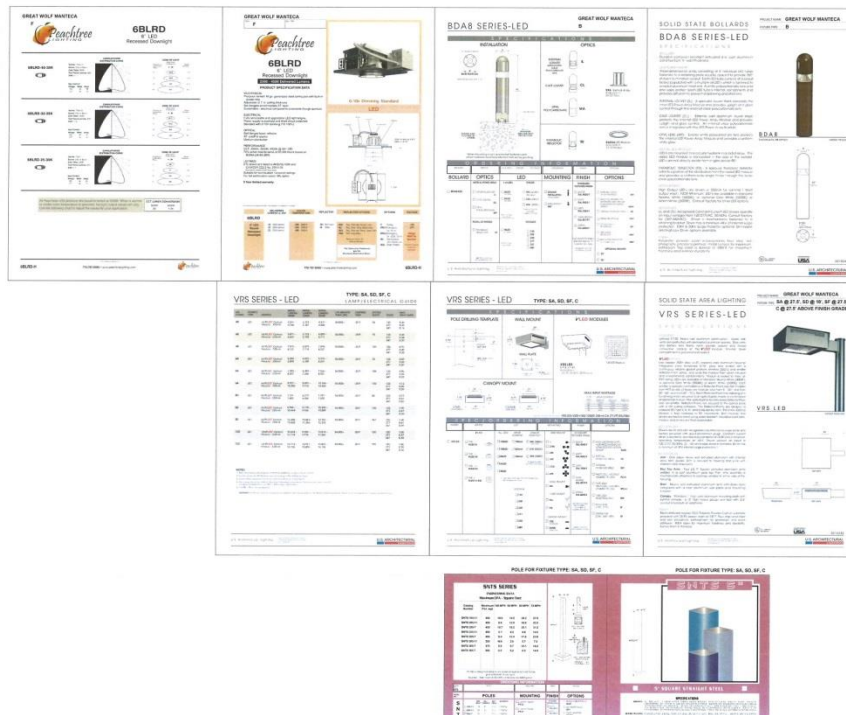
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10000 E. 1st Avenue, Suite 100
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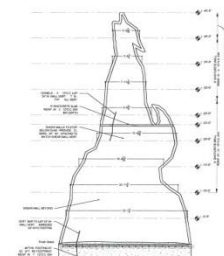
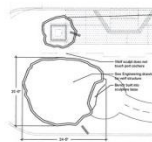
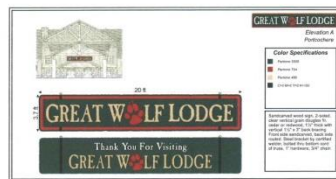
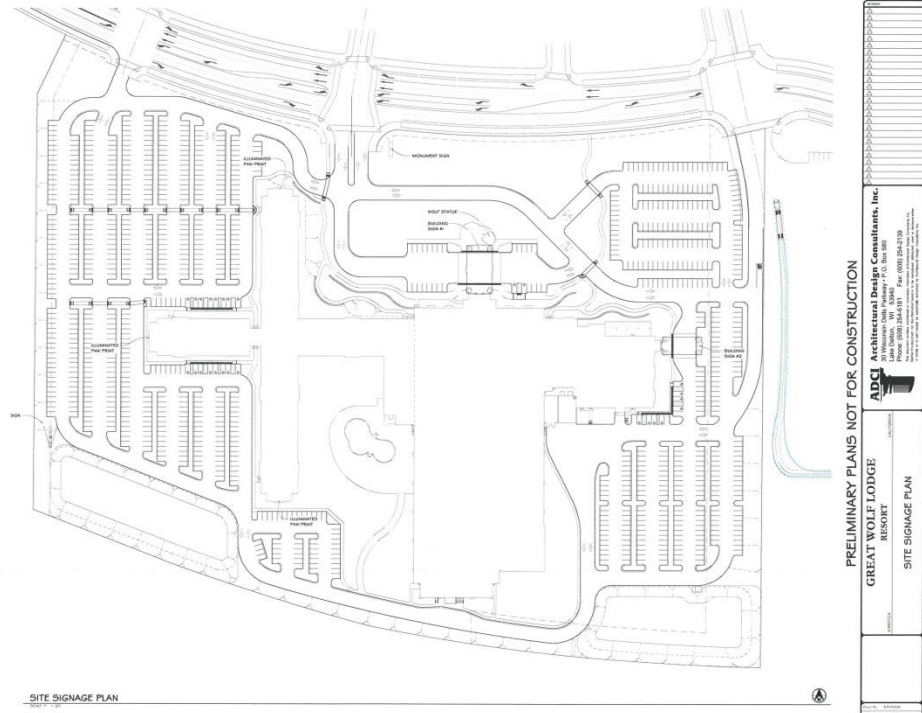
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REAR STREET PHOTOMETRIC/
PARTIAL PLAN



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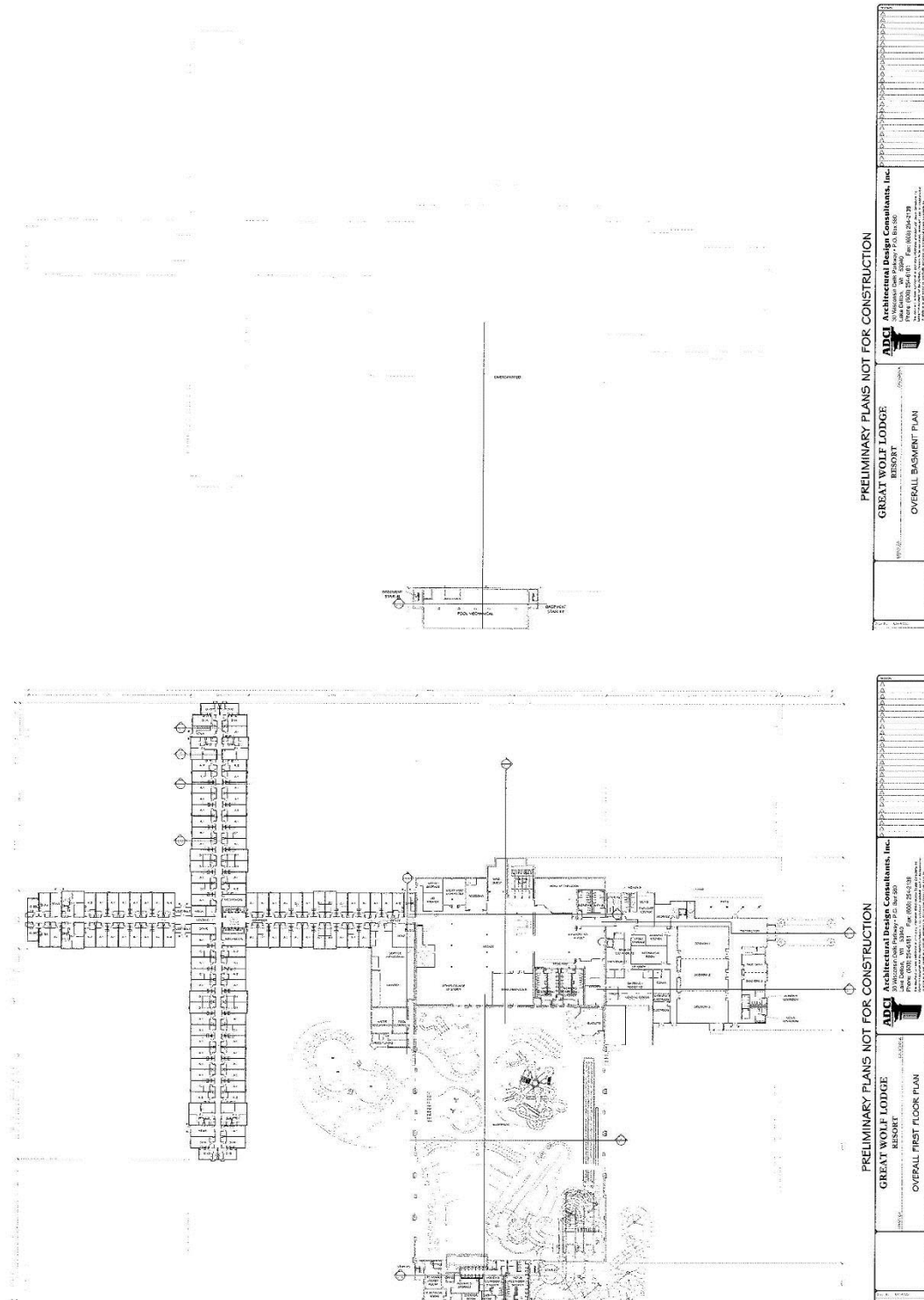
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RESORT
PICTURE CUTS

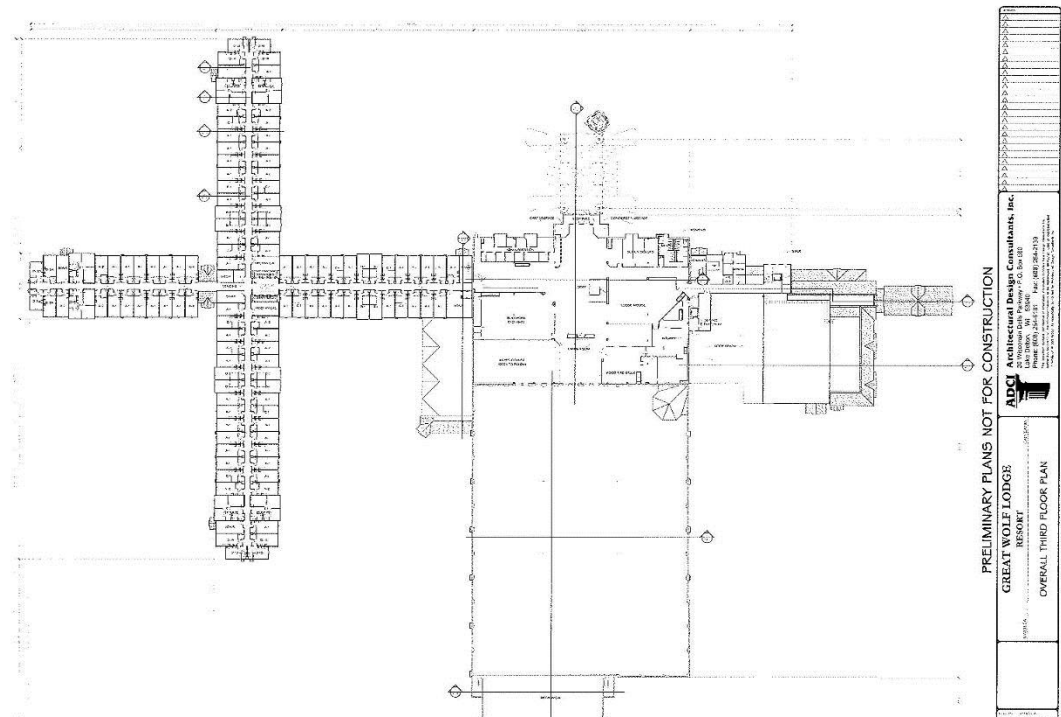
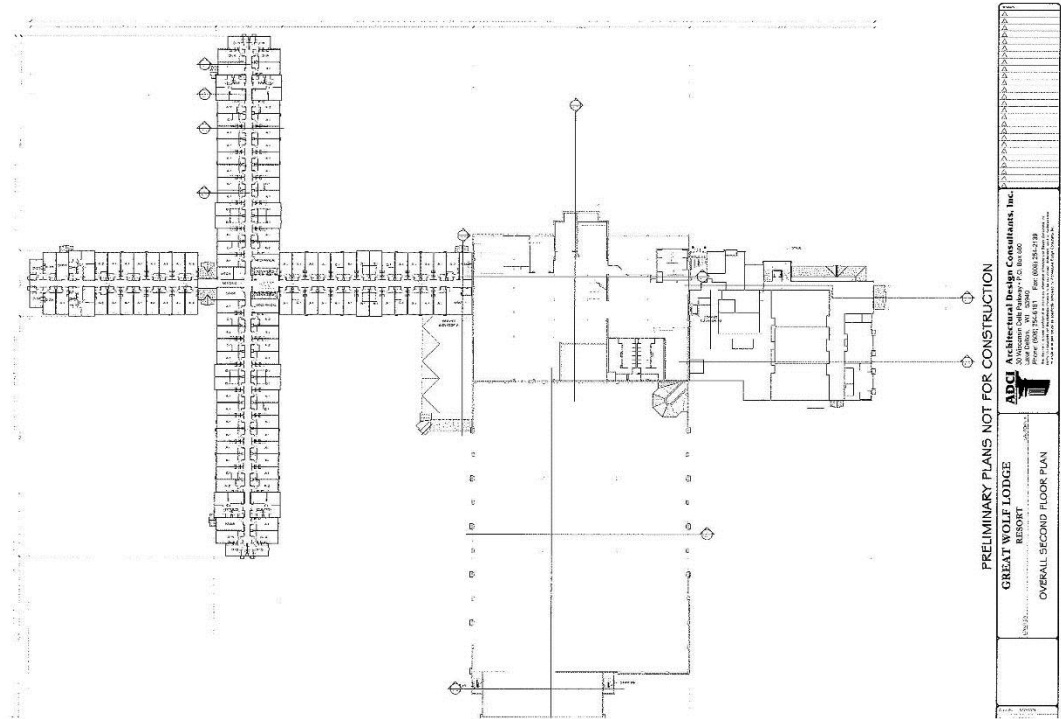


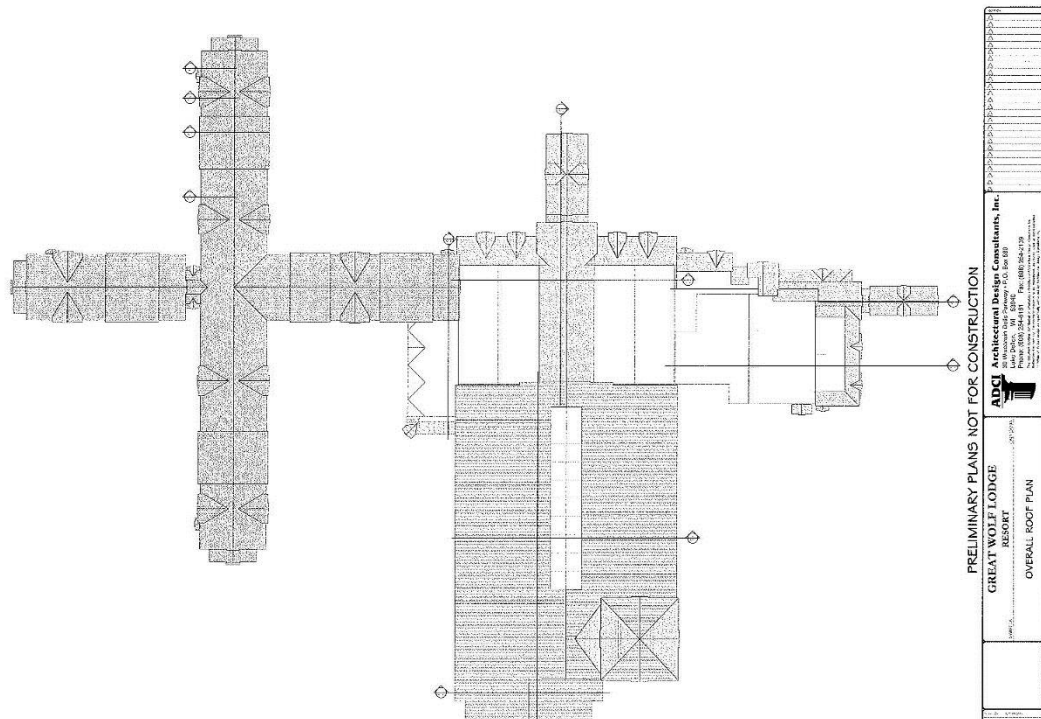
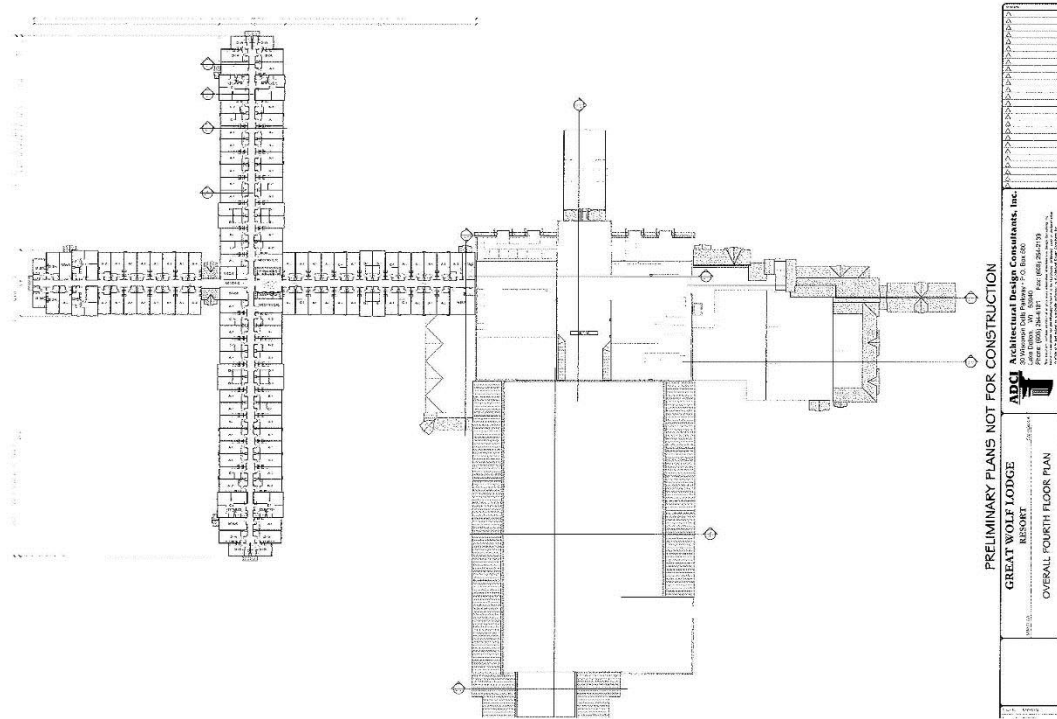
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SITE SIGNAGE DETAILS

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EXTERIOR ELEVATIONS



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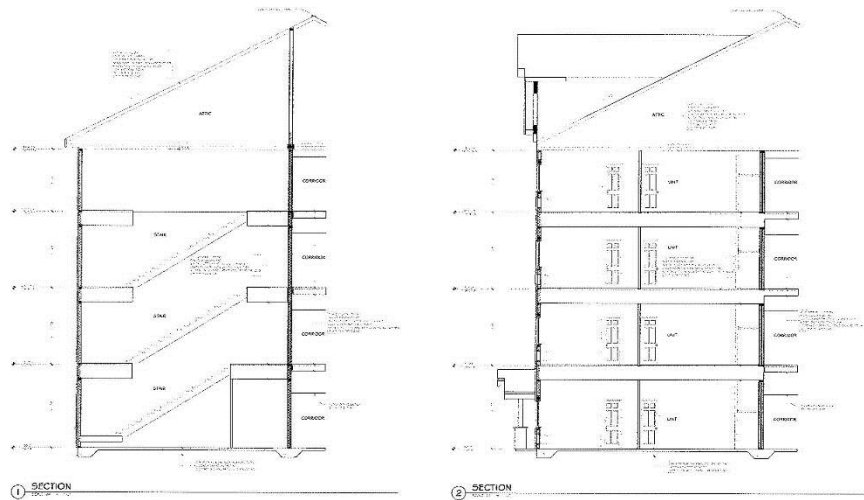
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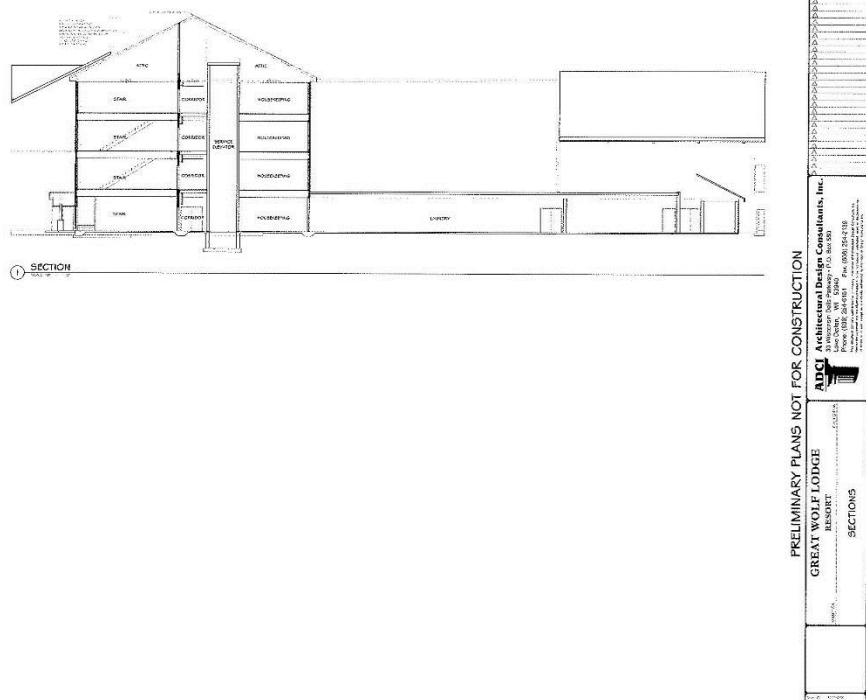
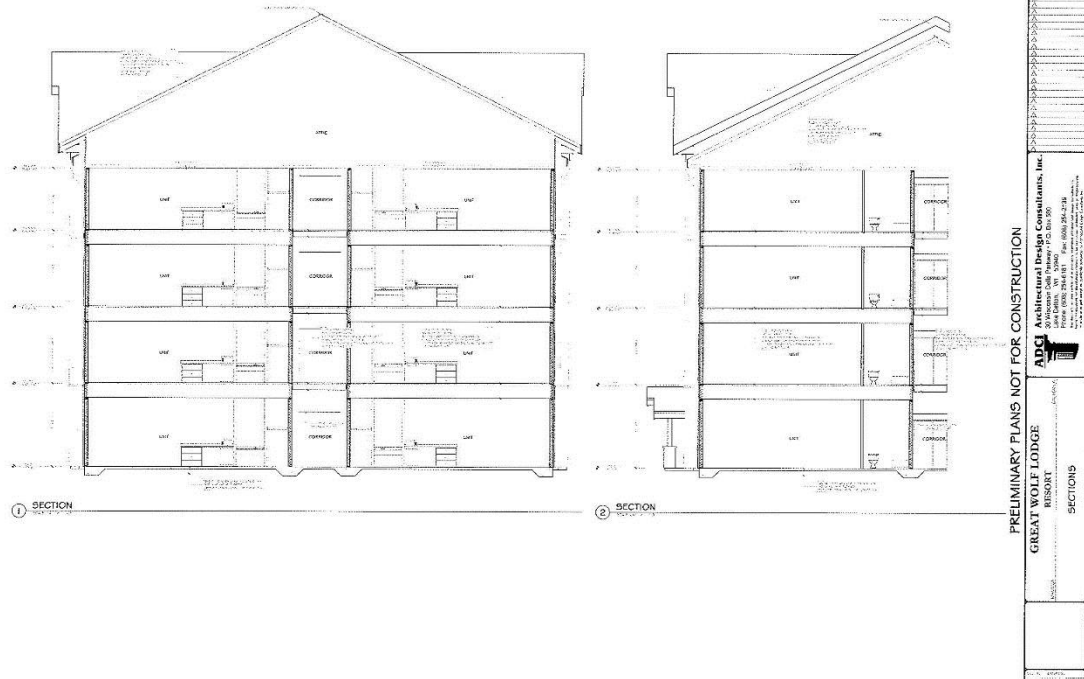
COLORIZED ELEVATIONS

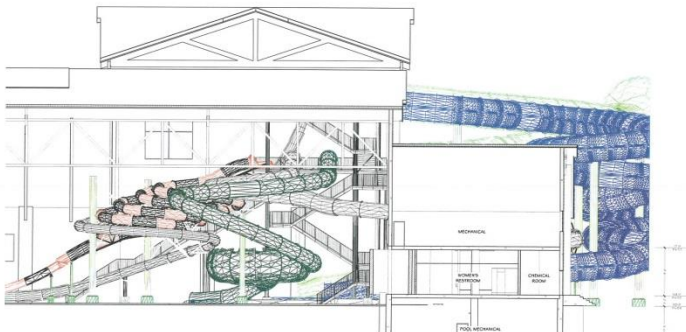
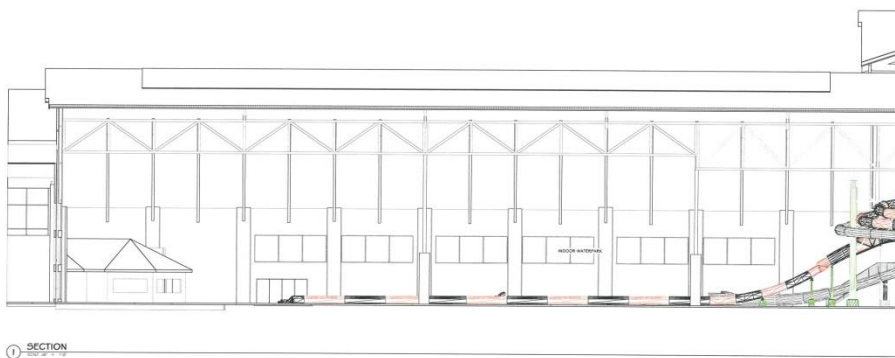
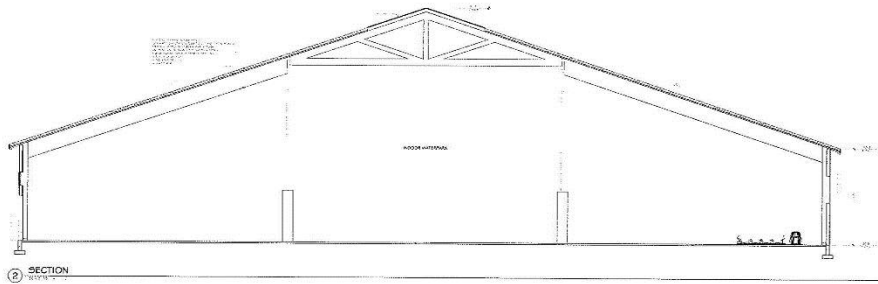


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GREAT WOLF LODGE
 RESORT
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GREAT WOLF LODGE
 RESORT
 SECTIONS



This document is the Mitigation Monitoring and Reporting Program (MMRP) for Manteca Family Entertainment Zone (proposed project). This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the EIR.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the EIR in the same order that they appear in the EIR.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring took place.

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TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AESTHETICS				
Impact 3.1-4: Project implementation may result in light and glare impacts (Less than Significant with Mitigation)	Mitigation Measure 3.1-1: A lighting plan shall be prepared prior to the approval of Site Plan Review for each individual phase of development, or a portion of an individual phase of development. The lighting plan shall demonstrate that the field lighting systems and other exterior lighting throughout the Project site have been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. The lighting plan shall include the following: • Design of site lighting and exterior building light fixtures to reduce the effects of light pollution and glare off of glass and metal surfaces; • Lighting shall be directed downward and light fixtures shall be shielded to reduce upward and spillover lighting; • Where it is not feasible to fully shield light fixtures from light pollution, such as the field lights, the lighting shall be directed downward and of the minimum wattage and height suitable for illuminating the playing surfaces and immediately surrounding areas. • Lighting for each playfield, parking area, and structure shall have control boxes that allow operation of specific areas of lighting in order to only illuminate the field(s) and parking area(s) in use at any given time. • Lights shall be turned off when the fields, parking areas, and structures are not in use.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to approval of Site Plan Review for each individual phase of development, or a portion of an individual phase of development.	
AGRICULTURAL RESOURCES				
Impact 3.2-1: The proposed project has the potential to result in the conversion of Farmlands, including Prime Farmland and Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California	Mitigation Measure 3.2-1: Prior to the issuance of a grading permit for each individual phase of development, or a portion of an individual phase of development, the project proponent shall participate in the City's agricultural mitigation fee program and the SIMSCP by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the City's program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence	Prior to the issuance of a grading permit for each individual phase of development, or a portion of an individual phase of development.	

4.0 MMRP

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Resources Agency, to non-agricultural uses. (Significant and Unavoidable)		of compliance to the City of Manteca Community Development Department for review and approval.		
Impact 3.2-3: The proposed project has the potential to result in conflicts with adjacent agricultural lands or indirectly cause conversion of agricultural lands (less than significant)	Mitigation Measure 3.2-2: Prior to approval of improvement plans for each individual phase of development, or a portion of an individual phase of development, the Project proponent shall demonstrate that the Project site plans include adequate measures to buffer adjacent agricultural uses from urban uses on the Project site and to reduce adverse impacts to neighboring agricultural uses. Such measures shall include, but not be limited to: - The Project shall provide adequate and secure fencing at the interface of the Project site, or any individual phase of the Project, and adjacent agricultural uses. - The Project shall provide buffers, which may include parking areas, roadways and streets, drainage channels, and landscaped corridors, to buffer adjacent agricultural uses from the Project, including any individual phase of the Project, from proposed urban uses. - The Project shall provide notifications to all operators of uses on the Project site that are adjacent or in the vicinity of existing agricultural land of the City's Right-to-Farm Ordinance.	Project for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to approval of improvement plans for each individual phase of development, or a portion of an individual phase of development.	
AIR QUALITY				
Impact 3.3-1: Project operation has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation	Mitigation Measure 3.3-1: Prior to final approval for each individual phase of development, or portion of an individual phase of development, the project proponent shall submit an Air Impact Assessment (AIA) application to the San Joaquin Valley Air Pollution Control District for District Rule 9510 Indirect Source Review (ISR) to obtain AIA approval from the District for the phase or portion of an individual phase of development that is to be constructed. Prior to the issuance of a building permit of each individual phase or portion of an individual phase of development, the project proponent shall incorporate mitigation measures into the proposed Project and demonstrate compliance with District Rule 9510 including	Project for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence	Prior to final approval for each individual phase of development, or portion of an individual phase of development.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	payment of all fees. Mitigation Measure 3.3-2: Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development, the project proponent shall incorporate the following features into project plans: • Bus turnouts and transit improvements where requested by the San Joaquin RTD. • Continuous public sidewalks adjacent to all proposed public streets. • Pavement and striping for bike lanes/paths. • Street lighting. • Pedestrian signalization, signage and safety designs at signalized intersections. • Shade trees to shade sidewalks in street-side landscaping areas. • Require low-VOC cleaning supplies to be used by businesses and cleaning services within the Project site. Mitigation Measure 3.3-3: Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development, the project proponent shall prepare a transportation demand management (TDM) plan that includes, but is not limited to, the following measures subject to the review and approval of the City of Manteca: • Provide secure bicycle parking in conjunction with each individual phase or	of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development.	Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development Prior to the approval of improvement plans for each individual phase of development, or portion of an individual phase of development	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	project component. - Provide designated carpool parking spaces for employees within the parking lots with pavement markings and signage. - Provide on-site amenities that encourage alternative transportation modes such as locker, shower, and secure bike storage facilities. - Coordination with SJCOG's Commute Connection Program The City of Manteca shall require the project proponent, their successor-in-interest, their designated property management company, and any future retail tenants to implement the TDM plan and coordinate with SJCOG's Commute Connection Program Mitigation Measure 3.3-4: Prior to the approval of a Building Permit for each individual phase or portion of an individual phase of development, the project proponent shall provide the City of Manteca with confirmation that they have met with the SJVAPCD to explore the potential of entering into a Voluntary Emissions Reduction Agreement (VERA) as a method to achieve emissions reductions in excess of District Rule 9510 (Indirect Source Review) requirements and other mitigation measures required for the proposed Project. The City shall confirm that the project proponent has made a good-faith effort to reduce emissions through a VERA taking into consideration whether emissions reductions through a VERA can be accomplished in a successful manner within a reasonable period of time, and taking into account economic, environmental, legal, social, and technological factors.	The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	of development. Prior to the approval of a Building Permit for each individual phase or portion of an individual phase of development	
Impact 3.3-2: Project construction has the potential to cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation	Mitigation Measure 3.3-5: Prior to the commencement of construction activities for each individual phase, or a portion of an individual phase of development, the project proponent shall prepare and submit a Dust Control Plan that meets all of the applicable requirements of APCD Rule 8021, Section 6.3, for the review and approval of the APCD Air Pollution Control Officer.	Project Proponent for each individual phase of development, or a portion of an individual phase of development.	Prior to the commencement of construction activities for each individual phase, or a portion of an individual phase of development.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
		The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.		
	Mitigation Measure 3.3-6: During all construction activities, the project proponent shall implement dust control measures, as required by APCD Rules 8011-8081, to limit Visible Dust Emissions to 20% opacity or less. Dust control measures shall include application of water or chemical dust suppressants to unpaved roads and graded areas, covering or stabilization of transported bulk materials, prevention of carryout or track out of soil materials to public roads, limiting the area subject to soil disturbance, construction of wind barriers, access restrictions to inactive sites as required by the applicable rules.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	During all construction activities.	
	Mitigation Measure 3.3-7: During all construction activities, the project proponent shall implement the following dust control practices identified in Tables 6-2 and 6-3 of the GAMAQI (San Joaquin Valley APCD, 2002): a. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions	Project Proponent for each individual phase of development, or a portion of an	During all construction activities.	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	using water, chemical stabilizer/suppressant, or vegetative ground cover. b. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. c. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall control fugitive dust emissions by application of water or by presoaking. d. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, or at least six inches of freeboard space from the top of the container shall be maintained. e. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. f. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. g. Limit traffic speeds on unpaved roads to 15 mph; and h. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. Mitigation Measure 3.3-8: Architectural coatings applied to all structures on the Project site shall meet or exceed volatile organic compound (VOC) standards set in APCD Rule 4601. The ODS shall submit to the APCD a list of architectural coatings to be used and shall indicate how the coatings meet or exceed VOC standards. If the APCD determines that any architectural coatings do not meet VOC standards, the ODS shall replace the identified coatings with those that meet standards.	individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall	During all construction activities.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	Mitigation Measure 3.3-9: To reduce impacts from construction related exhaust emissions, the project proponent shall utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier II emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards.	provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	all During construction activities.	
	Mitigation Measure 3.3-10: Asphalt paving shall be applied in accordance with APCD Rule 4641. This rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.	Project Proponent for each individual phase of development, or a portion of an individual phase of development.	all During construction activities.	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
		The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.		
BIOLOGICAL RESOURCES				
Impact 3.4-1: The proposed project has the potential to have a direct or indirect effect on special-status invertebrate species	Mitigation Measure 3.4-1: Prior to commencement of any grading activities for each individual phase, or a portion of an individual phase of development, the project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. (Note: Coverage is not needed for an individual phase, or portion of an individual phase, until grading or other disturbance activities are planned to commence.) Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a project basis. The process of obtaining coverage for a project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to any ground disturbance activities for each individual phase or a portion of an individual phase of development.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	Adaptive Management Plan SJCOG.			
Impact 3.4-3: The proposed project has the potential to have direct or indirect effects on special-status bird species	Mitigation Measure 3.4-2: If construction activities occur during the avian breeding season (March 1 – August 31) then the project proponent shall conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within the project site or Offsite Infrastructure Corridor. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted. The biologist will conduct a survey on the project site or Offsite Infrastructure Corridor, including the French Camp Outlet Canal and adjacent wetlands, for all special-status birds protected by the federal and state ESA, MBTA and CFGC, including but not limited to those that are documented within a ten-mile radius of the Project site and are known to nest in the region. The biologist shall map all nests that are within, and visible from, the Project site or Offsite Infrastructure Corridor. If nests are identified, the biologist shall develop buffer zones around active nests as deemed appropriate in coordination with the CDFW. Construction activity shall be prohibited within the buffer zones until the young have fledged or the nest fails. Nests shall be monitored at least twice per week and a report submitted to the City and CDFW monthly.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	If construction activities occur during the avian breeding season (March 1 – August 31), conduct surveys no more than 15 days prior to the start of construction. If construction stops for a period of 15 days or more during the avian breeding season than an additional bird survey shall be conducted	
Impact 3.4-6: Effects on Protected Wetlands and Jurisdictional Waters	Mitigation Measure 3.4-3: Prior to any construction activities that would disturb protected wetlands and/or jurisdictional areas on the project site, the appropriate state and federal authorizations (Streambed Alteration Agreement, Section 404 permit, Section 401 water quality certification) shall be obtained. All requirements of these authorizations shall be adhered to throughout the construction phase.	Project Proponent for each individual phase of development, or a portion of an individual phase of development that includes wetland areas. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development	Prior to any construction activities that would disturb protected wetlands and/or jurisdictional areas on the project site.	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	Mitigation Measure 3.4-4: The project proponent shall compensate for any authorized disturbance to protected wetlands and/or jurisdictional areas to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of 1 acre restored, created, and/or preserved for every 1 acre of protected wetlands and/or jurisdictional areas disturbed. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements).	Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development that includes wetland areas. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to any construction activities that would disturb protected wetlands and/or jurisdictional areas on the project site	
Impact 3.4-8: Interference with the Movement of Native Fish or Wildlife Species or with Established Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites	Mitigation Measure 3.4-5: The project proponent shall implement the following nonstructural BMPs that focus on preventing pollutants from entering stormwater: • Pollution Prevention/Good Housekeeping ◦ A spill response and prevention plan shall be developed as a component of (1) SWPPPs prepared for construction activities, (2) SWPPPs for facilities subject to the NPDES Stormwater Permit, and (3) spill prevention control and countermeasure plans for qualifying facilities. ◦ Streets and parking lots shall be swept at an interval acceptable to minimize pollution. • Operation and Maintenance (O&M) of Treatment Controls ◦ An Operation and Maintenance (O&M) Plan shall be developed	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community	During construction.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	for the storm drainage facilities to ensure long-term performance. The O&M plan shall incorporate the manufacturers' recommended maintenance procedures and include (1) provisions for debris removal, (2) guidance for addressing public health or safety issues, and (3) methods and criteria for assessing the efficacy of the storm drainage system. An annual report shall be submitted to the City certifying that maintenance of the facilities was conducted according to the O&M plan. Nonstructural BMPs shall be noted on construction documents/plans. Mitigation Measure 3.4-6: The project proponent shall implement the following structural BMPs that focus on preventing pollutants from entering stormwater, or alternative BMPs approved by the City of Manteca: - Extended Detention Facilities: Extended detention refers to the facilities proposed for the Project site that would detain and temporarily store stormwater runoff to reduce the peak rates of discharge to the storm drainage system. Detention of stormwater allows particles and other pollutants to settle and thereby potentially reduce concentrations and mass loading of contaminants in the discharge. - Grassed Swales: A swale is a vegetated, open channel management practice designed to treat and attenuate stormwater runoff for a specified water quality volume. Stormwater runoff flowing through these channels is treated by being filtered through vegetation in the channel, through a subsoil matrix, and/or through infiltration into the underlying soils. Swales can be used throughout the proposed Project area where feasible in the landscape design to treat parking lot runoff. - Proprietary Devices: There are a variety of commercially available stormwater treatment devices designed to remove contaminants from drainage once flows enter the conveyance systems. StormFilter™ units, or equivalent filtration-type systems, are recommended within the commercial and industrial areas as the main structural BMP for these areas. Bioswales are also recommended for streets and parking areas. Drop inlet filters should also be used to control drainage runoff water	Development for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	During construction and throughout the life of the project.	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Impact 3.4-10: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	quality. Mitigation Measure 3.4-7: Prior to the approval of grading plans for phase one, the project proponent shall provide a landscape plan that includes tree planting specifications established by the Manteca Municipal Code (17.48.060) for the replacement of the eight trees to be removed during Phase 1. Replacement shall be at a ratio of 1:1 and in accordance with the Tree Replacement Schedule as outlined in the Manteca Municipal Code (17.48.060). Replacement trees shall be planted on-site at a location that is agreeable to the City.	Project Proponent for phase one. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to Site Plan Review approval for phase one.	
	Mitigation Measure 3.4-8: Prior to Site Plan Review approval for each individual phase (after phase 1), or a portion of each individual phase (after Phase 1), a tree survey shall be conducted by a qualified arborist to enumerate and evaluate all trees on the proposed project site that meet the standards in the applicable Manteca Municipal Code. Trees that are subject to protection but are proposed to be removed as a result of project implementation shall be replaced at a ratio of 1:1 and in accordance with the Tree Replacement Schedule as outlined in the Manteca Municipal Code (17.48.060). Replacement trees shall be planted on-site at a location in the general vicinity that is agreeable to the City.	Project Proponent for each individual phase of development, or a portion of an individual phase of development (after phase 1). The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to Site Plan Review approval for each individual phase (after phase 1), or a portion of each individual phase (after Phase 1).	
CULTURAL RESOURCES				

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Impact 3.5-1: Project has the potential to cause a substantial adverse change to a significant historical resource, as Defined in CEQA Guidelines §15064.5	Mitigation Measure 3.5-1: If any cultural resources, including prehistoric or historic artifact, or other indications of archaeological resources are found during grading and construction activities for any individual phase, or portion of an individual phase of the project, all work shall be halted immediately within a 200-foot radius of the discovery until an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, has evaluated the find(s). Construction activities beyond the 200-foot radius can proceed unless it is determined by the City and the archaeologist that additional areas require evaluation. Work cannot continue at the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the NRHP or CRHR; or 3) not a significant Public Trust Resource. If Native American resources are identified, a Native American monitor, following the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites established by the Native American Heritage Commission, may also be required and, if required, shall be retained at the Applicant's expense. All standards shall be noted on construction documents/plans.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	If any cultural resources, including prehistoric or historic artifact, or other indications of archaeological resources are found during grading and construction activities for any individual phase, or portion of an individual phase of the project.	
Impact 3.5-3: Project has the potential to directly or indirectly destroy a unique paleontological resource	Mitigation Measure 3.5-2: If paleontological resources are discovered during the course of construction for any individual phase, or portion of an individual phase of the project, work shall be halted immediately within 165 feet of the discovery, the City of Manteca shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes. All standards shall be noted on construction documents/plans.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	If paleontological resources are discovered during the course of construction for any individual phase, or portion of an individual phase of the project.	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Impact 3.5-4: Project implementation has the potential to disturb human remains, including those interred outside of formal cemeteries	Mitigation Measure 3.5-3: If human remains are discovered during the course of construction for any individual phase, or a portion of an individual phase of the project, work shall be halted at the site and any nearby area reasonably suspected to overlie adjacent human remains until he San Joaquin County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, either of the following steps will be taken: • The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make 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, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. • The project proponent shall retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs: ○ The Native American Heritage Commission is unable to identify a descendent. ○ The descendant identified fails to make a recommendation. ○ The City of Manteca or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. All standards shall be noted on construction documents/plans.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	If human remains are discovered during the course of construction for any individual phase, or a portion of an individual phase of the project.	
GEOLOGY AND SOILS				
Impact 3.6-2: Implementation of the proposed project may result in substantial soil erosion or the	Mitigation Measure 3.6-1: For an individual phase, or a portion of an individual phase, the Project proponent, or their contractor, shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB to obtain coverage under the General Permit for Discharges of Storm Water Associated with	Project Proponent for each individual phase of development, or	Prior to grading activities for an individual phase, or a portion of an individual phase.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
loss of topsoil	Construction Activity (Construction General Permit Order 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). The NOI shall be submitted prior to clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The NOI should only cover the area proposed for clearing, grading, and disturbance to the ground for the work to be performed at that time (i.e. it does not need to include the entire project or an entire phase). In accordance with the General Permit requirements, the Permittee can either close out the General Construction Permit once all work and requirements are completed, or amend the General Construction Permit to add additional areas for disturbance while closing out areas where work is completed. The SWPPP shall be designed with Best Management Practices (BMPs) that the RWQCB has deemed as effective at reducing erosion, controlling sediment, and managing runoff. These include: covering disturbed areas with mulch, temporary seeding, soil stabilizers, binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Sediment control BMPs, installing silt fences or placing straw wattles below slopes, installing berms and other temporary run-on and runoff diversions. These BMPs are only examples of what should be considered and should not preclude new or innovative approaches currently available or being developed. Final selection of BMPs will be subject to approval by City of Manteca and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.	a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.		
Impact 3.6-3: The proposed project has the potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of project implementation, and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse	Mitigation Measure 3.6-2: Prior to earthmoving activities for any individual phase, or a portion of an individual phase, a certified geotechnical engineer, or equivalent, shall be retained to perform a final geotechnical evaluation of the soils at a design-level for the area to be graded in the individual phase as required by the requirements of the California Building Code Title 24, Part 2, Chapter 18, Section 1803.1.1.2 related to expansive soils and other soil conditions. The evaluation shall be prepared in accordance with the standards and requirements outlined in California Building Code, Title 24, Part 2, Chapter 16, Chapter 17, and Chapter 18, which addresses structural design, tests and inspections, and soils and foundation standards. The final geotechnical evaluation shall include design recommendations to ensure that soil conditions do not pose a threat to the health and safety of people or structures. The grading and improvement plans, as well as any building plans shall be designed in accordance with the recommendations provided in the final	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community	Prior to earthmoving activities for any individual phase, or a portion of an individual phase.	

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ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	geotechnical evaluation for that individual phase or a portion of an individual phase.	Development for review and approval.		
GREENHOUSE GASES AND CLIMATE CHANGE				
Impact 3.7-1: Potential to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment or potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Mitigation Measure 3.7-1: To reduce Greenhouse Gas Emissions and Energy Consumption, the project proponent shall institute measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, and maintenance/landscaping. As the individual phases, or portions of individual phases, are designed and undergo Design Review by the City of Manteca, there should be an explanation as to why certain measures were incorporated in the individual phases, or portions of individual phases and why other measures were dismissed. The following measures should be incorporated into the individual phases, or portions of individual phases, as applicable: • Increase transit accessibility in the Plan Area by ensuring a minimum distance of 0.2 miles to transit stops • Ensure that the pedestrian network within the Plan Area connects to offsite pedestrian networks • Provide traffic calming measures on all street segments and intersections • Exceed Title 24 by 15% for energy and green building standards (using a baseline of 2015 Title 24 requirements) • Install high efficiency lighting and appliance within all buildings • Apply a water conservation strategy to achieve a 15% reduction in indoor/outdoor water usage (using a baseline of 2015 average water usage) • Install recycled water infrastructure within the outdoor landscaping areas, including medians, to make the project available for the use of reclaimed water. The City's reclaimed water system is anticipated in the reasonably foreseeable future, but to the extent that the City's reclaimed water system is not available to provide recycled water for irrigation irrigate outdoor landscaping of an individual phase, or portion of the individual phase, the project proponent must still install recycled water infrastructure such that it can be connected when the City's reclaimed water system	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	As the individual phases, or portions of individual phases, are designed and undergo Site Plan Review by the City of Manteca, there shall be an explanation as to why certain measures were incorporated in the individual phases, or portions of individual phases and why other measures were dismissed.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	becomes available. • Install low-flow faucets, toilets, and showers as applicable • Use water-efficient irrigation systems throughout the Plan Area • Institute Recycling and Composting Services to achieve a 50% reduction in waste disposal (compared to a baseline of a business as usual approach in 2015)			
HAZARDS AND HAZARDOUS MATERIALS				
Impact 3.8-1: Potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Mitigation Measure 3.8-1: The project proponent shall hire a qualified consultant to perform a Phase 2 ESA prior to the issuance of grading permits or demolition permits for construction activities in the following areas that have been deemed to have potential hazardous conditions present: • Prior to grading activities in areas previously used for agricultural uses. • Prior to removal of the single-wide mobile home unit that was formerly used in conjunction with the Manteca Police Department shooting range. • Prior to grading activities on the shooting range site. • Prior to removal of the remnant construction and/or farming materials (i.e. remnant pipes, etc.) on the project site, most notably those located on the north-south farm-road that is located just north of the shooting range. • Prior to grading activities in the area on the western side of the project near McKinley that historically served as a farm yard for agricultural equipment, implements, etc. The intent of the Phase 2 ESA is to: 1) sample the soils for residual agrichemicals, 2) sample any areas that appear stained, and 3) investigate whether any of the buildings or facilities contain asbestos-containing materials and lead that could become friable or mobile during demolition activities. If toxic levels of residual agrichemicals are found, the contaminated soil shall be excavated from the site and disposed of at an off-site disposal facility designed to accept such waste. If any stained soils are found, the contaminated soil shall be excavated from the site and disposed of at an off-site disposal facility designed to accept such waste. If asbestos-containing materials and/or lead are found in the buildings, a Cal-OSHA certified ACBM and lead based paint contractor shall be retained to remove the asbestos-	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to the issuance of grading permits or demolition permits for construction activities in the areas that are deemed to have potential hazardous conditions present.	

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	containing materials and lead in accordance with EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The ACBM and lead shall be disposed of properly at an appropriate offsite disposal facility. Mitigation Measure 3.8-2: A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit on lands that are determined to be contaminated after Phase 2 ESA (soils testing). The SMP shall be specific to the area that is contaminated and shall include the following: • Land use history, including description and locations of known contamination; • An earthwork schedule; • The project proponent shall describe methods which will be used to properly handle and/or dispose of soil which may be classified as hazardous or contain contaminants at levels of potential concern, including the identification of legal discharge areas; • The SMP shall discuss, as necessary, the reuse of soil on site in accordance with applicable criteria to protect construction workers or future workers on site; • A SMP summary report, which includes all analytical data and other findings, must be submitted once the earthwork has been completed. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan. Mitigation Measure 3.8-3: Prior to the issuance of a business license that requires the use, storage, or disposal of hazardous materials, the business owner shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Business owners operating within each individual phase of	Prior to the issuance of a grading permit on lands that are determined to be contaminated after Phase 2 ESA (soils testing) Prior to the issuance of a business license that requires the	

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	Health Department (CUPA) for review and approval.	development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	use, storage, or disposal of hazardous materials.	
NOISE				
Impact 3.12-1: The proposed project has the potential to expose people to, or generate noise levels in excess of standards established in the local general plan or noise ordinance, or otherwise cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (less than significant with mitigation)	Mitigation Measure 3.12-1: All hotel room windows located within 550 feet of the centerline of SR 120 shall have a minimum sound transmission class (STC) rating of 38. As an alternative to this requirement, the project proponent may submit a detailed interior noise analysis outlining alternative noise control measures that would ensure compliance with the City of Manteca 45 dB Ldn interior noise level standard. This analysis should specify required sound ratings for glazing as well as any other modifications to be the building envelope used to meet the City's interior noise level standard. This analysis shall be prepared by a qualified noise control engineer. Mitigation Measure 3.12-2: Prior to the development of each individual phase, or a portion of each individual phase of development, proposed uses which include extensive noise generating uses shall be reviewed by the City of Manteca to ensure that exterior noise levels would not exceed the applicable City of Manteca noise standards. The Table 3.12-10 data shall be used as a screening tool to determine which uses may exceed the City's standards. The City shall prohibit the approval of a use that would cause an exceedance of the noise standards at a sensitive receptor	Project Proponent for hotel facility. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development.	Prior to the issuance of a building permit for the hotel project. Prior to the development of each individual phase, or a portion of each individual phase of development. Review shall occur during site plan	

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	unless sufficient noise control measures are implemented in the project design. The specific development proposals within the project site shall be reviewed by the City of Manteca when the detailed information is available for the individual development/construction approvals, which may occur during Site Plan Review and/or Building Permit.	The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	review and/or building permit.	
TRANSPORTATION AND CIRCULATION				
Impact 3.14-3: The proposed project (Phase 1) would adversely affect pedestrian and bicycle facilities	Mitigation Measure 3.14-1: The project proponent shall provide Class II bicycle lanes in each direction of Daniels Street westerly from its existing terminus to McKinley Avenue.	Project Proponent for each individual phase of development, or a portion of an individual phase of development that occurs along Daniels Street. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to the development of each individual phase, or a portion of each individual phase of development that occurs along Daniels Street.	
Impact 3.14-6: Under cumulative conditions, the proposed project (Phase 1) would cause significant impacts at intersections	Mitigation Measure 3.14-2: The project proponent shall pay its fair share cost for each individual phase, or portion of individual phase of the development, toward the following improvements at the SR 120/Airport Way interchange: Relocate the westbound ramp-terminal intersection approximately 180 feet south of its current location, which will increase the spacing	Project Proponent for each individual phase of development, or a portion of an individual phase	Prior to the development of each individual phase, or a portion of each individual phase of development.	

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	to the Airport Way/Daniels Street intersection. - Construct loop on-ramps. - Widen overcrossing to include two northbound and three southbound lanes. - Widen SR 120 eastbound and westbound off-ramps to include two left-turn lanes and two right-turn lanes approaching Airport Way. The fair share cost shall be determined through traffic studies prepared for the individual phase, or portion of the individual phase of the development. The fair share cost shall be paid at the time improvement plans are approved for the individual phase, or portion of the individual phase. Mitigation Measure 3.14-3: The project proponent shall pay its fair share cost of adding the following improvements to the Airport Way/Daniels Street intersection. Alternatively, the City could decide to include this improvement in its draft PFIP, with the City being responsible to construct the improvement when warranted: - Reconfigure the southbound approach to add a third through lane. - Restripe the eastbound Daniels Street approach to include one left-turn, one shared left/through lane, and two right-turn lanes with right-turn overlap phasing. The fair share cost shall be determined through traffic studies prepared for the individual phase, or portion of the individual phase of the development. The fair share cost shall be paid at the time improvement plans are approved for the individual phase, or portion of the individual phase.	of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval. Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to the development of each individual phase, or a portion of each individual phase of development.	

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	Mitigation Measure 3.14-4: The project proponent shall pay its fair share cost of installing a traffic signal at the Airport Way/Wawona Street intersection. Alternatively, the City could decide to include this improvement in its draft PFIP, with the City being responsible to construct the improvement when warranted. The fair share cost shall be determined through traffic studies prepared for the individual phase, or portion of the individual phase of the development. The fair share cost shall be paid at the time improvement plans are approved for the individual phase, or portion of the individual phase.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to the development of each individual phase, or a portion of each individual phase of development.	
	Mitigation Measure 3.14-5: The project proponent shall pay its fair share cost of adding the following improvements to the Airport Way/Yosemite Avenue intersection. Alternatively, the City could decide to include this improvement in its draft PFIP, with the City being responsible to construct the improvement when warranted: Widen the eastbound and westbound Yosemite Avenue approaches to include dual left-turn lanes. The fair share cost shall be determined through traffic studies prepared for the individual phase, or portion of the individual phase of the development. The fair share cost shall be paid at the time improvement plans are approved for the individual phase, or portion of the individual phase.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for	Prior to the development of each individual phase, or a portion of each individual phase of development.	

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Impact 3.14-11: Under cumulative conditions, proposed project buildout could cause significant impacts at intersections and freeway facilities	Mitigation Measure 3.14-6: Each subsequent individual phase or portion of a subsequent individual phase of development shall be subject to additional traffic studies to analyze potentially significant transportation system impacts and identify mitigation measures that lessen their significance, including fair share costs.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to the development of each individual phase, or a portion of each individual phase of development.	
UTILITIES				
Impact 3.15-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that is does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	Mitigation Measure 3.15-1: Prior to occupancy of any building that would require wastewater treatment services; the project proponent shall secure adequate wastewater treatment allocation through the City's allocation process.	Project Proponent for each individual phase of development, or a portion of an individual phase of development. The Project Proponent shall provide evidence of compliance to the City of Manteca Community Development Department for review and approval.	Prior to the issuance of a building permit that would require wastewater treatment services.	

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		approval.		

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