CITY OF MANTECA

COMMUNITY DEVELOPMENT DEPARTMENT

DATE: **October 8, 2013**

TO: Interested Parties

SUBJECT: **Notice of Preparation of an Environmental Impact Report for the Proposed South of Woodward Avenue North Project**

REVIEW PERIOD: **October 8, 2013 to November 6, 2013**

The City of Manteca is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed South of Woodward Avenue (SOWA) North project (proposed project) in accordance with the California Environmental Quality Act (CEQA), Section 15050. The purpose of this Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information in order to make meaningful responses as to the scope and content of the EIR. Your timely comments will ensure an appropriate level of environmental review for the project.

Scoping Meeting: The Lead Agency will hold a public scoping meeting to receive verbal comments on **Tuesday, October 22, 2013 at 3:00 p.m.** at the City of Manteca Council Chambers, 1001 West Center Street, Manteca, CA 95337.

PROJECT DESCRIPTION:

Project Location and Setting

The proposed project site is located in San Joaquin County, southeast of the City of Manteca City limits (See Figure 1, Regional Location). The project site is bounded by E. Woodward Avenue to the north, the proposed Hat Ranch project to the south, agricultural land and the future Atherton Drive extension to the east, and Pillsbury Road to the west (See Figure 2, Project Location). The approximately 191.3-acre project site consists of six parcels, identified by Assessor's Parcel Numbers (APNs) 224-050-11, 224-050-12, 224-050-13, 226-140-03, 226-140-01, and 226-140-02.

The overall project site is made up of three distinct sites referred to as Atherton Homes at Woodward Park I, Atherton Homes at Woodward Park II, and DeJong Property (See Figure 2, Project Location Map). The site is located at an elevation of 47 feet above mean sea level (MSL) and in an area of low topographic relief. The three project sites were formerly utilized for the cultivation of row crops and an almond orchard

Surrounding Land Uses

Residential subdivisions are located to the north and west of the project site, and agricultural land is located adjacent to the east and south of the project site. The Austin Road Business Park and Master Planned Community are planned for development to the east and three smaller residential projects are planned to the northwest of the project site.

Project Components

The SOWA North project is made up of three project sites referred to as Atherton Homes at Woodward Park I, Atherton Homes at Atherton Homes at Woodward Park II, and DeJong with a total single-family

residential development of 706 units (171, 185, and 350 units, respectively). The number of units associated with each project will be described below.

All three sites are proposed to be annexed into the City of Manteca and Prezoned with City zoning, as required under State law. While the DeJong project includes only program-level entitlements (Annexation and Prezoning), the Atherton Homes at Atherton Homes at Woodward Park I and II projects also include tentative maps. These program- and project-level entitlements are discussed below, for each project site, as appropriate.

Annexation

The project is currently located within San Joaquin County and has a San Joaquin County General Plan land use designation of General Agriculture (A/G), allowing for a maximum of one residential unit per 20 acres. In addition, the City of Manteca General Plan designates the entire project site as Low Density Residential (LDR) allowing for 2.1 to 8.0 residential units per gross acre, which is consistent with the residential densities proposed for the overall project site. Therefore, a General Plan Amendment would not be needed. The project includes a request for annexation of the 191.3-acre site to the City of Manteca, which ultimately requires San Joaquin County Local Agency Formation Commission (LAFCO) approval. In addition, in order to avoid the creation of a County island area, two 1.06-acre parcels (APN 226-140-01, and -02) located immediately west of the Atherton Homes at Woodward Park I site, along Pillsbury Road, have been included in the proposed annexation area. Both parcels contain one single family residence.

Prezone

Consistent with the Cortese-Knox-Hertzberg Local Government Reorganization Act, Prezoning shall be applied to the annexation areas (See Gov. Code Section 56375). To ensure compatibility with the Manteca General Plan Low Density Residential (LDR) designation for the project site, each of the three sites, as well as the two parcels along Pillsbury Road on the western end of the Atherton Homes at Woodward Park I site, would be Prezoned to the City's Single-Family Residential (R-1) zone district.

Tentative Subdivision Maps

Atherton Homes at Woodward Park I

The Tentative Map (TM) for the 54-acre Atherton Homes at Woodward Park I site includes 171 single-family lots, a 3.53-acre park basin, which includes a 1-acre tot lot, landscaped entry, and Class I bike path with associated greenbelt (Parcel B), which would connect the park to the future extension of Atherton Drive (See Figure 3: Atherton Homes at Woodward Park I Tentative Subdivision Map). The proposed lot sizes range from a minimum of 7,370 square feet to a maximum of 18,181 square feet. The TM identifies the Atherton Homes at Woodward Park I project would be completed in two phases. Phase 1 would consist of 101 lots and comprise the western section of the site, while Phase 2 would consist of 70 lots and comprise the remaining eastern section.

Atherton Homes at Woodward Park II

The TM for the 57.42-acre Atherton Homes at Woodward Park II site includes 185 single-family lots for development of single-family homes and one 4.3-acre park basin (See Figure 4: Atherton Homes at Woodward Park II Tentative Subdivision Map). Improvements will include grading, modifying the existing irrigation system, construction of public streets and street lighting, all to City of Manteca standards. The TM identifies that the Atherton Homes at Woodward Park II project would be completed in three phases. Phase 1 would consist of 64 lots and make up the southern portion of the project site; Phase 2 would consist of 69 lots and comprise the northern and a portion of the center section of the site; and Phase 3 would consist of the remaining 52 lots, split into two sections, and make up the central western and eastern portions of the site.

DeJong Property

Although a TM is not proposed, based on the Prezoning designation of R-1 and discussions with the applicant a approximately 350 single family homes is assumed.

Infrastructure

The primary infrastructure systems installed as part of the proposed project would be sized to meet demands created by the proposed project. The proposed project infrastructure includes roadways, pedestrian and bicycle facilities, and wastewater, water, and storm drain systems.

Roadways

Access to the project would be provided by Pillsbury Road via Woodward Avenue. The northerly access of the Atherton Homes at Woodward Park I project would require removal of an existing median in Pillsbury Road, while the southern access point would line up to existing Mono Drive to create a four-way intersection. The northerly access of the Atherton Homes at Woodward Park II project would connect to the existing Heartland Drive, while the southern access point would connect to the existing Tannehill Drive.

The Atherton Homes at Woodward Park I project includes an area reserved for Atherton Drive right-of-way, which includes a 20-foot landscape frontage with meandering walk. Future internal roadway connections are proposed within the three projects.

Water

Manteca receives its water supply from two sources: groundwater from local wells and surface water supplied by the South San Joaquin Irrigation District (SSJID). The SSJID operates a water treatment plant near the SSJID's Woodward Reservoir, and the treated water is conveyed to Manteca through a series of pipelines. Water would be provided to the project site via new connections to the existing water infrastructure surrounding the project site. Eight-inch diameter pipes would be arrayed in a typical looped system to ensure adequate flow to all portions of the project for both domestic use and fire protection. For the Atherton Homes at Woodward Park I and II projects, water lines would connect to the existing 12-inch water main in Pillsbury Road. Infrastructure details have not been submitted for the DeJong property due to the program-level entitlements for this site, but it is anticipated that water lines would be extended onto the site from the main in Pillsbury Road or Woodward Avenue.

Wastewater

The City's Wastewater Quality Control Facility (WQCF) has capacity to treat 9.87 million gallons per day (mgd) and currently treats 6.5 mgd. The project site is located in the South Manteca Trunk Sewer shed. Wastewater from the proposed project would be conveyed via a system of eight-inch pipelines. The Atherton Homes at Woodward Park I project sewer system would include the construction of 2,670+/- lineal feet of sewer line in the Pillsbury Road right-of-way, from the northwest corner of the site, north to Woodward Avenue. This offsite sewer line would connect to the 30-inch sewer trunk in Woodward Avenue. The Atherton Homes at Woodward Park II wastewater would also be transported to the sewer line in the Pillsbury Road right-of-way, which would be built as part of the Atherton Homes at Woodward Park I project.

Infrastructure details have not been submitted for the DeJong property due to the program-level entitlements for this site, but it is anticipated that on-site sewer lines would connect to the lines in Pillsbury Road or Woodward Avenue.

Stormwater Detention

Manteca's stormwater drainage system is managed by the City's Public Works Department. The backbone of the City's storm drains is a long standing relationship with the South San Joaquin Irrigation District (SSJID) and use of the SSJID's drains and laterals. The relationship is formalized in a 20056 agreement that allows the City the use of SSJID facilities to the year 2026. City use of SSJID facilities is limited to availability of SSJID capacity. The SSJID owns the drains and laterals that are the backbone of the City's storm drain system, and the City operates and maintains the storm drain system. The City depends on drains and laterals of the SSJID to convey stormwater runoff west to French Camp Slough and the San Joaquin River and the Sacramento-San Joaquin Delta. The City collects runoff in an urban storm drain system and conveys flows in most cases to one of more than 54 detention basins.

Storm drainage from the project area is gravity discharged into the French Camp Outlet Canal, which eventually flows into French Camp Slough. The proposed park areas for Atherton Homes at Woodward Park I and II would include surface storage basins to detain stormwater during major storm events. For Atherton Homes at Woodward Park I, the surface basin would then discharge the stormwater into SSJID Lateral X, per the City of Manteca Storm Drain Master Plan. The treated stormwater would then be conveyed to the 66-inch storm drain trunk in Woodward Avenue.

The stormwater from the Phase 1 portion of Atherton Homes at Woodward Park II would flow to the basin in Atherton Homes at Woodward Park I before being discharged into SSJID Lateral X. The detention basin serving Phases 2 and 3 of Atherton Homes at Woodward Park II would discharge into the existing Woodward Avenue storm drain trunk line, per the City of Manteca Storm Drain Master Plan.

Infrastructure details have not been submitted for the DeJong property due to the program-level entitlements for the site, but it is anticipated that an on-site park/basin area would detain stormwater flows prior to discharging treated flows into the Woodward Avenue storm drain trunk line.

For more information regarding the project, please contact Erika Durrer, Senior Planner, at (209) 456-8500. A copy of this NOP is also available for review at the City of Manteca Community Development Department and on the City of Manteca website:

http://www.ci.manteca.ca.us/CommunityDevelopment/PlanningDivision.html

Project Entitlements

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

- Approval of an Annexation for the overall 191.3-acre project site;
- Prezone of the 191.3-acre site to Single Family Residential (R-1);
- Approval of Tentative Subdivision Maps for Atherton Homes at Woodward Park I and Atherton Homes at Woodward Park II; and
- Approval of Development Agreements for Atherton Homes at Woodward Park I and Atherton Homes at Woodward Park II.

Upon City approval of an Annexation Resolution, authorizing the applicants to submit formal annexation applications to San Joaquin County LAFCO, the annexation of the 191.3-acre site would require San Joaquin County LAFCO approval.

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

- Approval of a Grading Permit;
- Approval of Building Permits; and
- Tentative Map(s) for the DeJong Property.

2.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

The EIR prepared for the proposed project will provide analysis of the impacts pertaining to the resource areas identified below. Although detailed analysis has not been conducted at this time, preliminary analysis of the proposed project has identified impacts likely to result from the project. The proposed EIR will incorporate by reference the City of Manteca General Plan 2023 Policy Document and the Manteca General Plan 2023 EIR. In addition to these City documents, project-specific technical studies prepared by various technical consultants will be utilized. The following paragraphs discuss the anticipated topics that will be included in the EIR.

Aesthetics

The Aesthetics chapter of the EIR will summarize the existing regional and project area aesthetics and visual setting in relation to the proposed project. The chapter will describe project-specific aesthetics issues regarding development of the proposed project, such as scenic vistas, trees, historic buildings, scenic highways, and the existing visual character or quality of the site, as well as light and glare.

Agricultural Resources

The Agricultural Resources chapter of the EIR will summarize the status of the existing agricultural resources within the project boundaries, using the current State model and data, including identification of any Prime/Unique Farmland or Farmland of Statewide Importance within the project boundaries. If Prime/Unique Farmland or Farmland of State is found on-site, the analysis will address the conversion of said lands to residential uses. Any conflicts with existing zoning for agricultural use or right-to-farm ordinances applicable to the proposed project will also be identified. In addition, the chapter will address the project's consistency with LAFCO policies and standards regarding agricultural resources.

Air Quality and Greenhouse Gas Emissions (including Climate Change)

The air quality analysis for the proposed project will utilize the traffic data provided to obtain vehicle trip generation data. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_X, and PM_{10}). For carbon monoxide, a CALINE 4 modeling will be performed only if one or more of the study intersections are degraded to a level of service specified by the Air District. The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project level. The significance of air quality impacts will be determined in comparison to San Joaquin Valley Air Pollution Control District (SJVAPCD) recommended significance thresholds. SJVAPCD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

Greenhouse Gas (GHG) Emissions

The SJVAPCD has adopted a Climate Action Plan. Information from the Climate Action Plan, as well as the most up to date guidance from the District, will be relied on for analysis. In addition, the SJVAPCD will be consulted throughout preparation of the Air Quality and Climate Change analysis and will follow the District's recommended guidance. An estimation of GHG emissions will be provided. SJVAPCD's tiered approach in assessing the significance of GHG emissions as a result of the project will also be utilized. Consistent with the tiered approach, the proposed project will be evaluated for compliance with adopted GHG Emission Reduction Plans and/or GHG Mitigation Programs as well as for the need to implement Best Performance Standards (BPS). The City of Manteca has released a Draft Climate Action Plan (CAP) March 2013, and anticipates adoption of the CAP in October 2013. The proposed project will be in compliance with the CAP to the greatest extent feasible. Should the CAP be adopted and if the proposed project is in compliance with the adopted CAP, implementation of BPS would not be required. If

applicable, implementation of project BPS to reduce GHG emission impacts to less than significant will be reviewed and/or recommended. If the proposed project does not include the required BPS, project-specific GHG emissions would need to be quantified. If necessary, GHG will be quantified for the project as follows:

- Run the CalEEMod program, based on discussions with SJVAPCD, using project land use and trip generation, if available, to produce an estimate of Vehicle Miles Traveled and carbon dioxide emissions for the project. If project-specific land use and trip generation data is not available, Raney will utilize the model's default trip generation rates will be utilized for analysis; and

- Compare project GHG emissions to SJVAPCD Business As Usual (BAU) standards.

Biological Resources

The Biological Resources chapter of the EIR will include a description of the potential effects to plant communities, wildlife, and wetlands including adverse effects on rare, endangered, candidate, sensitive, and special-status species from buildout of the proposed project. The chapter will be based on a report prepared by a technical subconsultant who will evaluate potential impacts to biological resources, including common plant and animal species and special-status plant and animal species. In addition, the subconsultant will evaluate potential wetlands on-site, including "waters of the United States" (regulated by the U.S. Army Corps of Engineers) and "waters of the State" (regulated by the California Regional Water Quality Control Board and the California Department of Fish and Wildlife). In addition, the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) will be reviewed to ensure compliance with applicable fees, avoidance and minimization measures, and/or other measures that would minimize impacts to special-status species to the extent possible.

Cultural Resources

The Cultural Resources chapter of the EIR will describe the potential effects to historical, archaeological, and paleontological resources from implementation of the proposed project. The chapter will be based on a report prepared by a technical subconsultant. Files maintained at the Central California Information Center, California State University, Stanislaus and the library, and files maintained by the subconsultant will be reviewed for any existing historical and cultural resources. In addition, the Native American Heritage Commission and local Native American groups will be contacted, and a comprehensive field inspection of the project site will be performed.

Geology, Soils, and Seismicity **/** Mineral Resources

The Geology, Soils & Seismicity / Mineral Resources chapter of the EIR will summarize the setting and describe the potential effects from soil erosion, earthquakes, liquefaction, and expansive soils, as well as identify any unique geological features within the project area. Geotechnical information for the project site, the City of Manteca General Plan 2023 and General Plan EIR, and United States Geological Survey (USGS) maps will be utilized for the analysis.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will summarize the setting and describe any potential for existing or possible hazardous materials. This will include an evaluation of the possible presence of pesticides in the on-site soil, within the project area or as a result of the proposed project. The analysis will be based on a Phase I Environmental Site Assessment (ESA), as well as the City of Manteca General Plan 2023 and the General Plan EIR.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize setting information and identify potential impacts related to irrigation drainage, stormwater drainage, flooding, groundwater, and water

quality. The chapter will also include an analysis of the proposed storm drainage systems for the three sites. The Manteca General Plan 2023 and the General Plan EIR, as well as the City of Manteca's Storm Drain Master Plan and/or ordinances related to water quality, will be reviewed for relevant information that will be incorporated into the project analysis.

Land Use and Planning / Population and Housing

The Land Use & Planning / Population & Housing chapter of the EIR will evaluate the consistency of the proposed project with City of Manteca adopted plans and policies as well as compatibility with surrounding land uses, both existing and proposed. Particular attention will be focused on the potential incompatibilities that could result from the juxtaposition of residential uses and active agriculture operations. The chapter will further address potential impacts to population and housing due to the proposed residential development. The Manteca General Plan 2023 and the City of Manteca Zoning Ordinance, as well as LAFCO policies and standards will be reviewed, as well as any other appropriate documents, to address consistency issues. The Land Use & Planning / Population & Housing chapter will identify land use and population and housing impacts and mitigation measures and note any inconsistencies or incompatibilities with adopted plans and polices created by the approval of the proposed project.

Noise

The Noise chapter of the EIR will be based on a report prepared by a technical subconsultant who will analyze potential noise and vibration impacts associated with short-term construction activities on the project site, as well as long-term noise levels due to and upon the proposed project. Using the Federal Highway Administration (FHWA) traffic noise prediction model for the prediction of traffic noise levels, existing noise levels from major roadways (including Woodward Avenue, State Route 99 (SR 99), and other identified local roadways in the vicinity of the project site) will be analyzed. Direct inputs to the traffic model will include traffic data provided by the traffic consultant, existing posted speed limits, truck count information, and 24-hour traffic split data collected by the subconsultant. In addition, any existing railroad operations in the project vicinity will be quantified. The subconsultant will conduct a noise survey within the project site to quantify existing background noise levels. The noise survey will consist of short-term noise level measurements and continuous noise level measurements for a minimum of 24-hours. Using the FHWA model for the prediction of traffic noise levels, future traffic noise levels both upon the project site and due to the project site on the surrounding community will be determined.

Public Services and Utilities/Recreation

The Public Services and Utilities/Recreation chapter of the EIR will summarize setting information and identify potential new demand for services, including water, sewer, energy, fire, police, schools, parks, and recreational services. The analysis will be based on information from the Manteca General Plan 2023 and the General Plan EIR. In addition, the appropriate City departments, as well as other appropriate agencies, will be consulted in order to obtain the most recent information regarding City public services. This chapter will provide adequate public services and utilities information for LAFCO to rely upon the EIR when making its annexation determination for the site.

Transportation, Traffic, and Circulation

The Transportation, Traffic, and Circulation chapter of the EIR will be based on a report prepared by a technical subconsultant. The chapter will include an analysis five scenarios: Existing Conditions, Existing Plus Project Conditions, Existing Plus Pending Projects Conditions (including SOWA South Project), Cumulative No Project Conditions, and Cumulative Plus Project Conditions. Key traffic issues include the fact that the project is located close to three Caltrans freeway interchanges, some of which are near capacity or otherwise not planned to be improved. The SR 99 / Austin Road interchange is particularly critical given its expected use by the project and the conversations with the City of Manteca and Caltrans, which have led to a mitigation monitoring program at the location.

The subconsultant will analyze weekday AM and PM peak hour traffic operations at the following existing transportation facilities:

1) Woodward Avenue / Main Street
2) Woodward Avenue / Buena Vista Drive
3) Woodward Avenue / Van Ryn Avenue
4) Woodward Avenue / Pillsbury Road
5) Woodward Avenue / Atherton Drive
6) Woodward Avenue / Moffat Boulevard
7) Van Ryn Avenue / Industrial Park Drive
8) Industrial Park Drive / Moffat Boulevard
9) Main Street / Atherton Drive
10) Main Street / Mission Ridge Drive / Industrial Park Drive
11) SR 120 WB Ramps / Main Street
12) SR 120 EB Ramps / Main Street
13) SR 99 SB Off-Ramp / Moffat Boulevard
14) Moffat Boulevard / Austin Road / SR 99 SB On-Ramp
15) Austin Road / SR 99 NB Ramps

The following freeway facilities, which are likely to be used by project trips, will be studied during the weekday AM and PM peak hours:

1) SR 120 EB between Union Road and Main Street (mainline segment)
2) SR 120 EB off-ramp at Main Street (diverge)
3) SR 120 EB on-ramp at Main Street (merge)
4) SR 120 EB between Main Street and SR 99 (mainline segment)
5) SR 120 WB between Main Street and SR 99 (mainline segment)
6) SR 120 WB off-ramp at Main Street (diverge)
7) SR 120 WB on-ramp at Main Street (merge)
8) SR 120 WB between Union Road and Main Street (mainline segment)
9) SB SR 99 from SR 120 on-ramp to Austin Road off-ramp (mainline segment)
10) SB SR 99 off-ramp at Austin Road (diverge)
11) SB SR 99 on-ramp from Austin Road (merge)
12) NB SR 99 off-ramp at Austin Road (diverge)
13) NB SR 99 on-ramp at Austin Road to off-ramp at ST 120 WB (weave)

Freeway facilities will be analyzed using procedures described in the *Highway Capacity Manual*, Transportation Research Board, 2010. In addition, bike, pedestrian, transit, and at-grade railroad crossings will be evaluated, as well as site access.

Cumulative Impacts

In accordance with Section 15130 of the CEQA Guidelines, an analysis of the cumulative impacts associated with the project will be undertaken and discussed. In addition, pursuant to CEQA Section 21100(B)(5), the analysis will address the potential growth-inducing impacts of the proposed project, focusing on whether or not a removal of any impediments to growth would occur with implementation of the proposed project.

Alternatives

In accordance with Section 15126.6(a) of the CEQA Guidelines, several project alternatives will be analyzed and an Alternatives chapter will be prepared for the EIR. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative.

SUBMITTING COMMENTS

To ensure that all significant issues related to the proposed project are identified and addressed, written comments are invited from all interested parties. **To be considered, all comments must be in writing and clearly legible**. Written comments concerning the proposed CEQA analysis for the South of Woodward Avenue North project should be directed to the name and address below:

Erika E. Durrer, Senior Planner
Community Development Department
City of Manteca
1001 West Center Street
Manteca, CA 95337
Office: (209) 456-8500
edurrer@ci.manteca.ca.us

Written comments are due to the City of Manteca at the location addressed above by 5:00 p.m. on November 6, 2013.

Figure 1
Regional Location

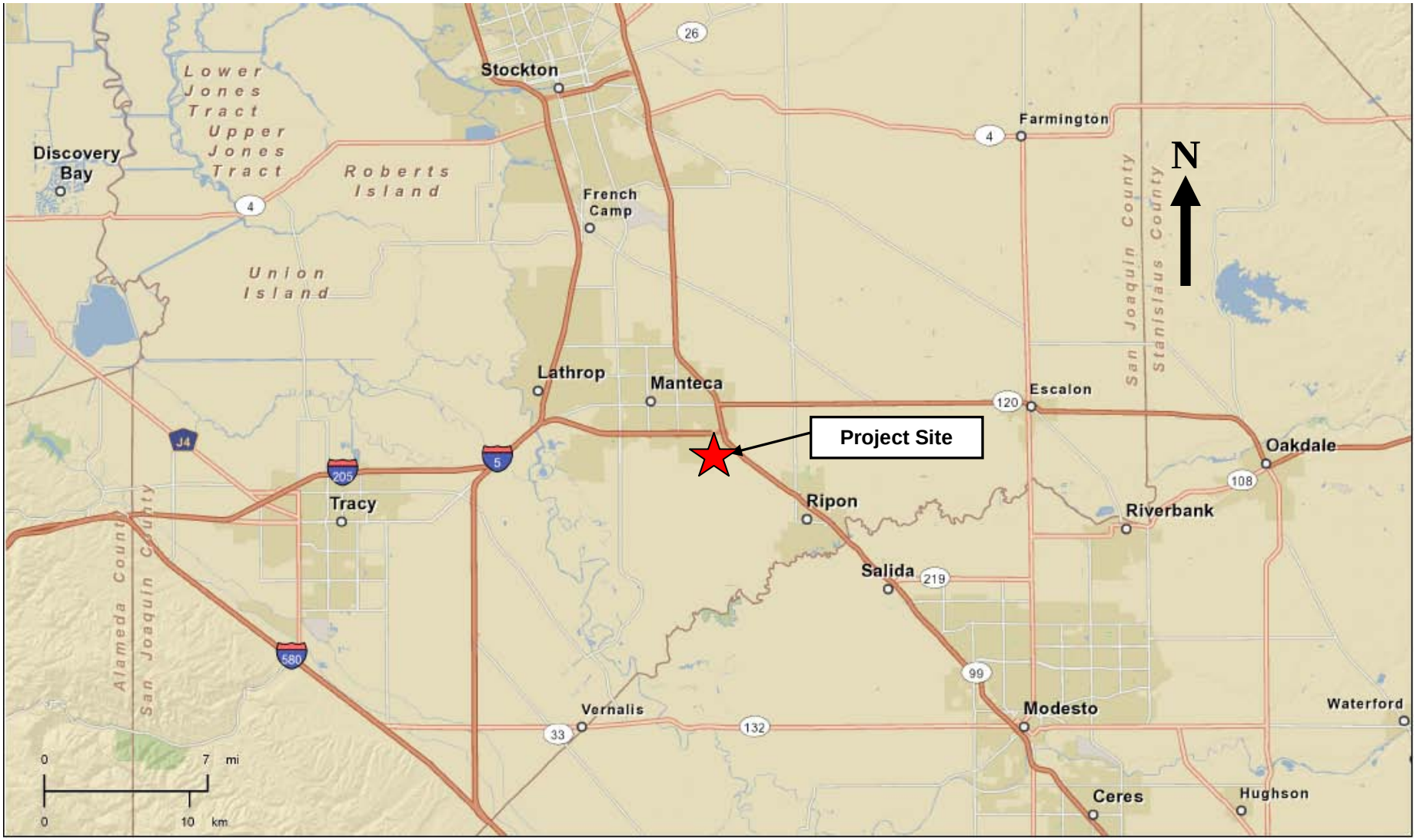

Figure 2
Project Location

Figure 3
Atherton Homes at Woodward Park I Tentative Subdivision Map

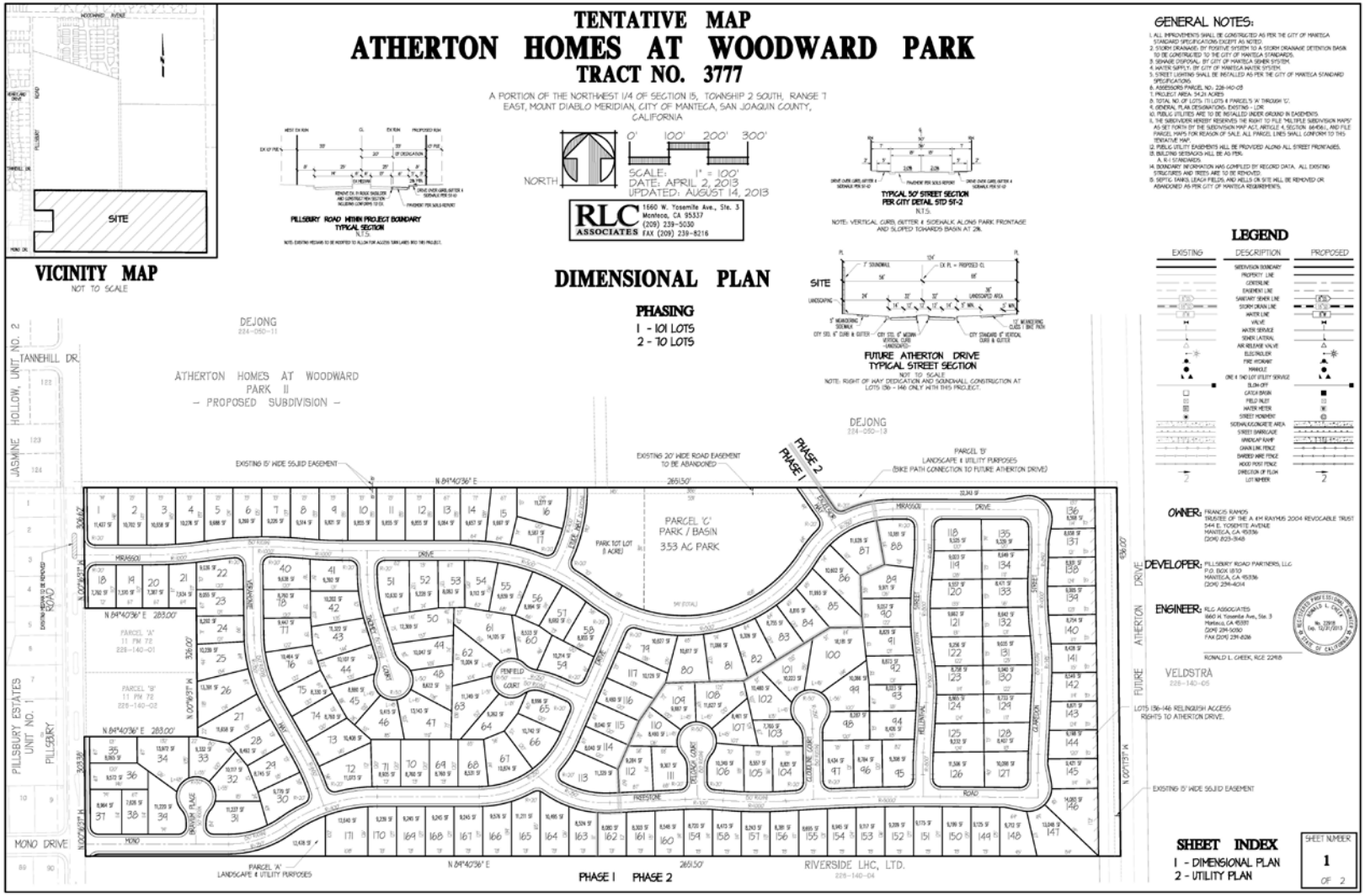

Figure 4
Atherton Homes at Woodward Park II Tentative Subdivision Map