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CITY OF NEWMAN  
GENERAL PLAN FINAL EIR  
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## **I INTRODUCTION**

### *A. Purpose of this Final Environmental Impact Report*

This document has been prepared in the form of an addendum to the Draft Environmental Impact Report (EIR) for the proposed Newman 2030 General Plan. The Draft EIR identified the likely environmental consequences associated with the project, and identified policies contained in the proposed Newman 2030 General Plan that help to reduce potentially significant impacts.

This Final EIR responds to comments on the Draft EIR and makes revisions to the Draft EIR as necessary in response to these comments.

This document, together with the Draft EIR, will constitute the Final EIR if the City of Newman City Council certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

### *B. Environmental Review Process*

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public and project applicant with an opportunity to comment on the Draft EIR. This Final EIR has been prepared to respond to those comments received on the Draft EIR and to clarify any errors, omissions or misinterpretations of discussions of findings in the Draft EIR.

The Draft EIR was made available for public review on October 4, 2006, with the official State Clearinghouse review period commencing on October 4, 2006. The Draft EIR was distributed to local and State responsible and trustee agencies and the general public was advised of the availability of the Draft EIR through public notice published in the local newspaper and posted by the County Clerk as required by law. The CEQA-mandated 45-day public comment period ended on November 16, 2006.

Copies of all written comments received on the Draft EIR are contained in this document.

This Final EIR will be presented at a Planning Commission hearing at which the Commission will advise the City Council on certification of the EIR as a full disclosure of potential impacts, mitigation measures and alternatives.

However, the Planning Commission will not take final action on the EIR or the proposed project. Instead, the City Council will consider the Planning Commission's recommendations on the Final EIR and the proposed Newman 2030 General Plan during a noticed public hearing, and make the final action in regards to adoption of the Final EIR.

### *C. Document Organization*

This document is organized into the following chapters:

- ◆ **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR.
- ◆ **Chapter 2: Report Summary.** This chapter is a summary of the findings of the Draft and the Final EIR. It has been reprinted from the Draft EIR with necessary changes made in this Final EIR shown in underline and ~~striketrough~~.
- ◆ **Chapter 3: Revisions to the Draft EIR.** Corrections to the text and graphics of the Draft EIR are contained in this chapter. Underline text represents language that has been added to the EIR; text with strike-through has been deleted from the EIR.
- ◆ **Chapter 4: List of Commentors.** Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- ◆ **Chapter 5: Comments and Responses.** This chapter contains reproductions of the letters received from agencies and the public on the Draft EIR. The responses are keyed to the comments which precede them.

## 2 REPORT SUMMARY

This is a summary of the findings of the Draft and Final EIRs. It has been reprinted from the Draft EIR with necessary changes made in this Final EIR shown in underline and ~~striketrough~~.

This summary presents an overview of the analysis contained in Chapter 4: Environmental Evaluation. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) implementation of mitigation measures; and 5) alternatives to the project.

### *A. Project Under Review*

This EIR evaluates the potential environmental effects of the Newman General Plan. The proposed General Plan updates the existing General Plan, which was adopted in 1992. The proposed Plan provides policy direction to accommodate growth through 2030, while maintaining Newman's quality of life, small-town character and agricultural traditions. The updated plan involves Sphere of Influence (SOI) and land use designation changes as well as revisions to goals, policies and actions. The Plan also proposes a number of circulation changes.

The project area for purposes of this EIR is the area within the existing city limits, as well as the city's proposed SOI, which is shown in Figure 3-2 in Chapter 3, Project Description of the Draft EIR. The eight elements of the proposed General Plan that are analyzed in this EIR are as follows:

- ◆ Land Use Element
- ◆ Transportation and Circulation Element
- ◆ Public Facilities and Services Element
- ◆ Recreational and Cultural Resources Element
- ◆ Natural Resources Element
- ◆ Health and Safety Element
- ◆ Community Design Element

A full description of the proposed General Plan is provided in Chapter 3.

*B. Areas of Controversy*

In addition to the various meetings held as part of the General Plan update process, the City of Newman held a public scoping meeting on July 18, 2006 to present the project and receive responses.

*C. Significant Impacts*

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise and objects of historic and aesthetic significance.

The proposed project has the potential to generate environmental impacts in a number of areas that could be significant:

- ◆ Aesthetics
- ◆ Air Quality
- ◆ Agricultural Resources
- ◆ Biological Resources
- ◆ Hydrology and Water Quality
- ◆ Geology, Soils & Seismicity
- ◆ Hazardous Materials
- ◆ Hydrology
- ◆ Land Use
- ◆ Noise
- ◆ Population and Housing
- ◆ Public Services
- ◆ Traffic
- ◆ Utilities

As shown in Table 2-1, most of the significant impacts in these areas would be reduced to a less-than-significant level due to the goals, policies and actions included in the proposed General Plan. Impacts that would remain significant and unavoidable regardless of mitigation are discussed below in Section E: Unavoidable Significant Impacts.

#### *D. Mitigation Measures*

This Draft EIR concludes that the proposed General Plan is largely self-mitigating. As a result, the only significant impacts that have been identified in this Draft EIR are those which are significant and unavoidable, and for which no mitigation is available to reduce the level of impact to less than significant. Thus, there are no mitigation measures identified in this Draft EIR.

#### *E. Unavoidable Significant Impacts*

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Significant unavoidable impacts were identified in the areas of agricultural resources, air quality, biological resources, noise, transportation and utilities. These impacts are identified in Table 2-1 as “SU” in the “Significance After Mitigation” column and listed as well in Table 6-2 in Chapter 6 (CEQA-Required Assessment Conclusions).

#### *F. Alternatives to the Project*

This Draft EIR analyzes alternatives to the proposed project. Four alternatives to the proposed project are considered:

- ◆ **No Project Alternative.** The No Project Alternative assumes the continuation of development and conservation under the existing General Plan.
- ◆ **Concentrated Growth Alternative.** The Concentrated Growth Alternative assumes the same amount of growth but would increase the density of density uses to reduce the amount of farmland that would be converted to urban uses.
- ◆ **Reduced Growth Alternative.** The Reduced Growth Alternative would decrease the overall amount of land planned for new urban development to reduce the amount of farmland that would be converted to urban uses. The density and intensity of land uses on the lands planned for urbanization however would remain the same as the density and intensity of land uses in the proposed General Plan.

As shown in Chapter 5 of the Draft EIR, Alternatives, the Reduced Growth Alternative has the least environmental impact and is therefore the environmentally superior alternative.

#### *G. Summary Table*

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4 of the Draft EIR.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4 of the Draft EIR. Additionally, this summary does not detail the timing of mitigation measures. Timing will be further detailed in the mitigation monitoring program.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>AESTHETICS</b>			
<i>There are no significant impacts to aesthetics, so no mitigation measures are necessary.</i>			
<b>AGRICULTURAL RESOURCES</b>			
<b>Impact AG-1:</b> While the policies and actions of the proposed General Plan would delay, reduce and partially offset the conversion of farmland, the conversion of prime farmland, unique farmland and farmland of statewide importance to urban uses as a result of implementation of the proposed General Plan would remain a <i>significant impact</i> .	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<b>Impact AG-2:</b> Although the policies of the proposed General Plan would reduce the impact of conflicts with existing County agricultural designations and zoning, the conflict would be still result in a temporary <i>significant impact</i> .	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<b>Impact AG-3:</b> While the policies of the proposed General Plan would reduce the impact of the proposed General Plan on existing Williamson Act contracts, there would still be a <i>significant impact</i> to existing Williamson Act contracts resulting from the proposed General Plan.	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU

LTS = Less Than Significant; S = Significant; SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance		Mitigation Measures	Significance With Mitigation
	Before Mitigation	Mitigation		
<p><b>Impact AG-4:</b> While the policies and actions of the proposed General Plan would delay, reduce and partially offset cumulative impacts on agriculture, the conversion of farmland and impairment of agriculture as a result of implementation of the proposed General Plan, together with other development in the county and the region, would be a <i>significant cumulative impact</i>.</p>	S		The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<b>AIR QUALITY</b>				
<p><b>Impact AIR-1:</b> Even through the proposed General Plan contains policies that reduce single-occupant vehicle trips and other air pollutants, the proposed General Plan would not be consistent with applicable air quality plans of the SJVAPCD, since population growth that could occur under the proposed General Plan would exceed that projected by StanCOG and used in projections for air quality planning. The projected growth would lead to an increase in the region's VMT, beyond that anticipated in the SJVAPCD's clean air planning efforts. As a result, the impact is considered <i>significant</i>.</p>	S		The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<p><b>Impact AIR-2:</b> Cumulative development in Newman and its SOI would contribute to on-going air quality issues in the San Joaquin Valley Air Basin. This cumulative impact would be considered <i>significant</i>.</p>	S		The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU

LTS = Less Than Significant; S = Significant; SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>BIOLOGICAL RESOURCES</b>			
<b>Impact BIO-1:</b> While the proposed General Plan would reduce its project level impact to biological resources to a less-than-significant impact, it would still contribute to a <i>significant cumulative impact</i> associated with the loss of habitat for common and possible special-status species and the loss or displacement of wildlife that would have to compete for suitable habitats with existing adjacent populations.	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<b>CULTURAL RESOURCES</b>			
<i>Since the implementation of the proposed General Plan would not result in significant impacts to cultural resources, no mitigation measures are required.</i>			
<b>GEOLOGY AND SOILS</b>			
<i>The proposed General Plan would not result in significant impacts related to geology and soils; therefore, no mitigation measures are required.</i>			
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<i>Since no significant hazards and hazardous materials-related impacts have been identified, no mitigation measures are required.</i>			
<b>HYDROLOGY AND WATER QUALITY</b>			
<i>Since no significant impacts were identified to hydrology and water quality as a result of the adoption and implementation of the proposed General Plan, no mitigation measures are required.</i>			
<b>LAND USE</b>			
<i>Since no significant impacts were identified, no mitigation measures are required.</i>			

LTS = Less Than Significant; S = Significant; SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<b>NOISE</b>			
Impact NOI-1: Noise in Newman would increase significantly along many major roadways as development and population increase within the community. Although proposed General Plan policies and actions would help to mitigate traffic noise increases, they could remain significant in some areas with the adoption and implementation of the proposed General Plan policies and actions. This impact is <i>significant</i> .	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<b>POPULATION AND HOUSING</b>			
<i>Since no significant impacts were identified concerning housing and population as a result of the adoption and implementation of the proposed General Plan, no mitigation measures are required.</i>			
<b>PUBLIC SERVICES</b>			
<i>Since no impacts were identified, no mitigation measures are required. Policies and mitigation measures that are identified in other sections of this EIR would also apply to any unforeseen impacts associated with the construction and operation of park or recreational facilities.</i>			
<b>TRANSPORTATION</b>			
TRAF-1: Build out of the General Plan will result in LOS D, E or F conditions on various city streets which would operate at LOS C under the current General Plan. While improvements and policies contained in the proposed General Plan will help improve the operation of these roadway segments to the extent feasible, the impact will remain <i>significant</i> .	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU

LTS = Less Than Significant; S = Significant; SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p><b>Impact TRAF-2:</b> Buildout of the proposed General Plan will add traffic to the inter-regional roadway system, including streets in Merced and Stanislaus County outside of the city's SOI. While the proposed General Plan includes policies to work with regional transportation providers to address the needed improvements, because the regional roadways are outside the City's authority to impose mitigation, and funding mechanisms are not in place to improve the regional roadways, the impact is considered a <i>significant</i> impact.</p>	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<p><b>Impact TRAF-3:</b> Buildout of the Newman General Plan could result in peak hour LOS in excess of LOS C at existing intersection on city streets. While it is possible that subsequent project-level analysis outside the scope of the General Plan-level analysis will identify improvements that could yield LOS C, because additional improvements are uncertain due to existing development constraints, conditions in excess of LOS C at intersections on city streets is considered a <i>significant</i> impact.</p>	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU
<b>UTILITIES</b>			
<p><b>Impact UTL-1:</b> While there is adequate localized water available to support the proposed General Plan, since there is no study to determine the overall cumulative impact of regional growth on the groundwater supply and associated availability of water to support growth, there is a possibility that the proposed General Plan could contribute to a <i>cumulative significant</i> impact associated with groundwater supply.</p>	S	The proposed General Plan policies work to reduce the impact to the extent feasible, and no additional mitigation is available.	SU

LTS = Less Than Significant; S = Significant; SU = Significant Unavoidable Impact

**CITY OF NEWMAN**  
**GENERAL PLAN PUBLIC REVIEW DRAFT EIR**  
REPORT SUMMARY

### 3 REVISIONS TO THE DRAFT EIR

This chapter presents specific changes to the text of the Draft EIR that are being made in response to comments made by the public and/or reviewing agencies. In each case, the revised page and location on the page is set forth, followed by the textual, tabular or graphical revision. None of the changes constitute significant changes to the Draft EIR, so the Draft EIR does not need to be recirculated.

**Page 3-3 is hereby amended as follows:**

The project area for purposes of this EIR is the city's proposed Sphere of Influence (SOI), which is shown in Figure 3-2.<sup>1</sup> The SOI is an area comprising the incorporated city limits plus additional unincorporated territory outside the city that is the city's ultimate physical boundary and service area. It is the area that the City expects to annex in the future. The SOI is adopted by the ~~county's~~ Stanislaus Local Agency Formation Commission (LAFCO).<sup>2</sup>

In addition to the SOI, the Stanislaus ~~County~~ LAFCO requires cities to also establish a Primary SOI, which is to include land that is expected to be annexed within the next ten years or so. The proposed General Plan proposes slight expansions of both the Primary SOI and SOI. These and other proposed changes in the proposed General Plan are described below.

Table 3-2 on page 3-13 is hereby amended as follows:

TABLE 3-2 **PROPOSED LAND USE DESIGNATIONS IN THE PROJECT AREA**

Land Use Designation <sup>a</sup>	City Limits		SOI		Total Acres
	Acres	Percent of Total	Acres	Percent of Total	
Low Density Residential	<del>467</del> <u>462</u>	44.9%	6	0.2%	<del>473</del> <u>468</u>
Medium Density Residential	<del>69</del> <u>79</u>	<del>6.6%</del> <u>8</u>	<del>28</del> <u>30</u>	1.1%	<del>97</del> <u>109</u>
High Density Residential	38	3.7%	0	0%	38
Central Residential	91	8.6%	0	0%	91
Planned Mixed Residential	0	<del>5.0%</del> <u>0%</u>	<del>20</del> <u>2081</u>	<del>0.8%</del> <u>81%</u>	<del>72</del> <u>2081</u>
Community Commercial	<del>52</del> <u>56</u>	<del>4.4%</del> <u>5%</u>	<del>0</del> <u>40</u>	<del>0%</del> <u>2%</u>	<del>45</del> <u>96</u>
Service Commercial	15	1.4%	0	0%	15
Downtown Commercial	37	3.6%	0	0%	37
Business Park	0	0%	96	3.8%	96
Light Industrial	30	2.9%	290	11.5%	320
Heavy Industrial	46	4.4%	10	0.4%	56
Public/Quasi-Public	153	14.7%	0	0%	153
Recreation and Parks	42	4.0%	9	0.4%	51
<b>TOTAL</b>	<del>1,041</del> <u>1049</u>	100%	<del>2,520</del> <u>2562</u>	100%	<del>3,560</del> <u>3611</u>

Note: Percentage totals may not sum due to rounding.

<sup>a</sup> The proposed General Plan land use map also includes an Urban Reserve designation and an Industrial Reserve designation on lands outside the proposed SOI. These lands are to be considered for development beyond the 2030 time frame of the proposed General Plan, but would remain in agriculture or open space through 2030.

On page 3-23, item 9 is hereby amended as follows:

9. **South Parkway.** South Parkway would be developed by extending Shiells Road and Brazo Road from Canal School Road to Draper Road, with a new grade-separated crossing of the Union Pacific Railroad.

On page 3-24, the following items is hereby added as follows:

21. **Canal School Road.** Canal School Road would be a four lane arterial between Hills Ferry Road and Brazo Road.

On page 3-24, the following text is hereby added after the list:

In addition to the circulation improvements listed above, a series of signal and turn lane improvements are included as well. These improvements are detailed in Table 4.13-6 on page 4.13-26 of the Draft EIR.

Page 3-27 is hereby amended as follows:

This EIR will be used to address subsequent discretionary projects, such as adopting zoning ordinances and approving capital improvement projects or development proposals that are consistent with the proposed General Plan. Project-level environmental review for these subsequent projects may be limited to those issues peculiar to the project and that were not identified as significant impacts in this EIR, or for which substantial new information shows the effects will be more significant than described in this EIR. These subsequent projects could include the following:

- ◆ Amendments to the SOI
- ◆ Annexation and rezoning

- ◆ Rezoning
- ◆ Subarea Master Plan approvals
- ◆ Development Agreements
- ◆ Development approvals, such as tentative maps, variances, conditional use permits and other land use entitlements
- ◆ Facility and Service Master Plans and Financing Plans
- ◆ Approval and funding of capital improvement projects
- ◆ Municipal Bond issuances
- ◆ Property acquisition by purchase or eminent domain
- ◆ Adoption of Municipal Service Review

**The first paragraph on page 4.1-12 is hereby amended as follows:**

*iii. Landscape and Streetscape*

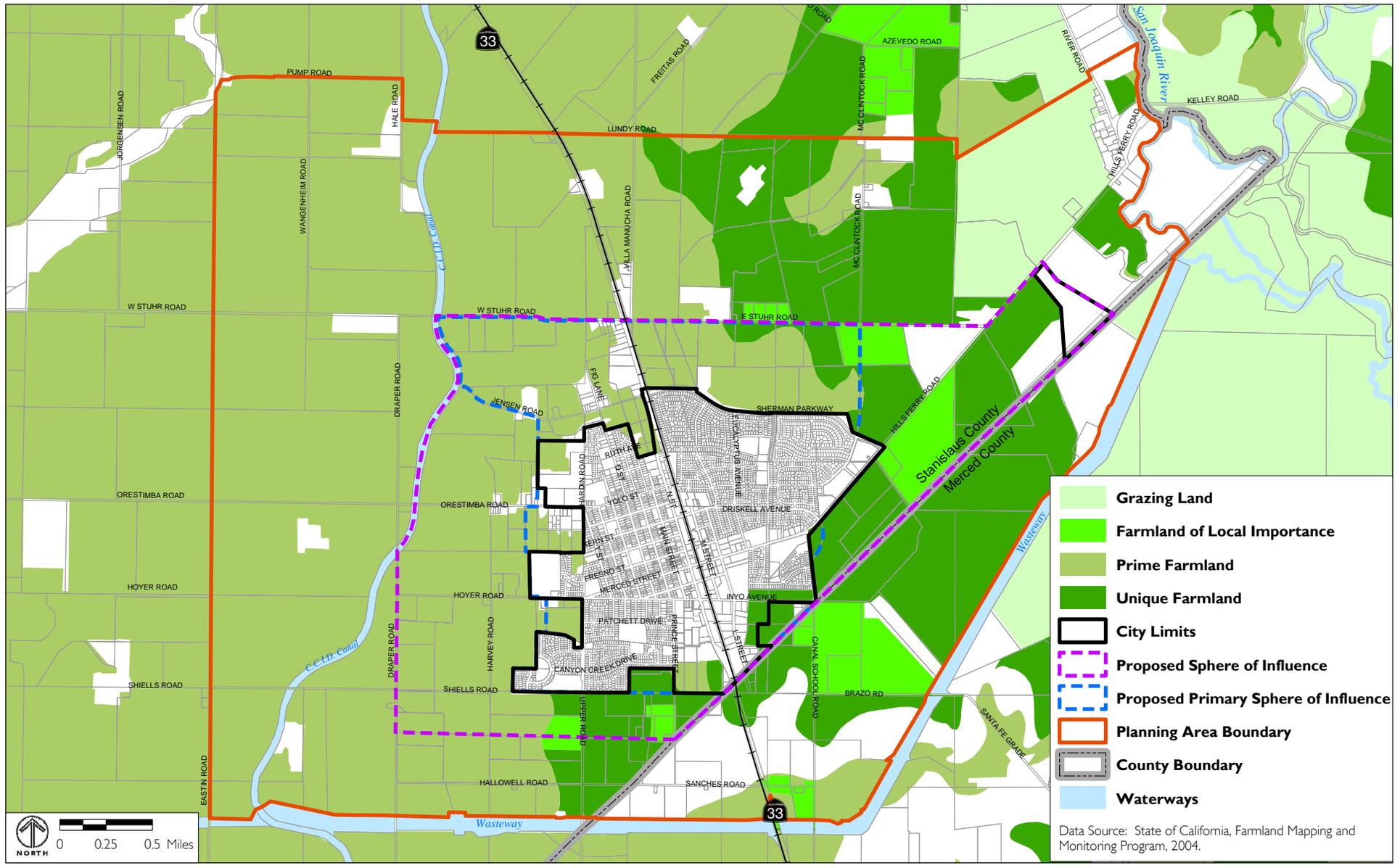
The proposed General Plan recognizes the ~~important~~ importance that trees, including native trees, and landscaping have on the visual integrity of Newman.

**Figures 4.2-2 on page 4.2-7 and 4.2-3 on page 4.2-9 are hereby amended as shown on pages 17 and 18.**

**The first paragraph on page 4.2-8 is hereby amended as follows:**

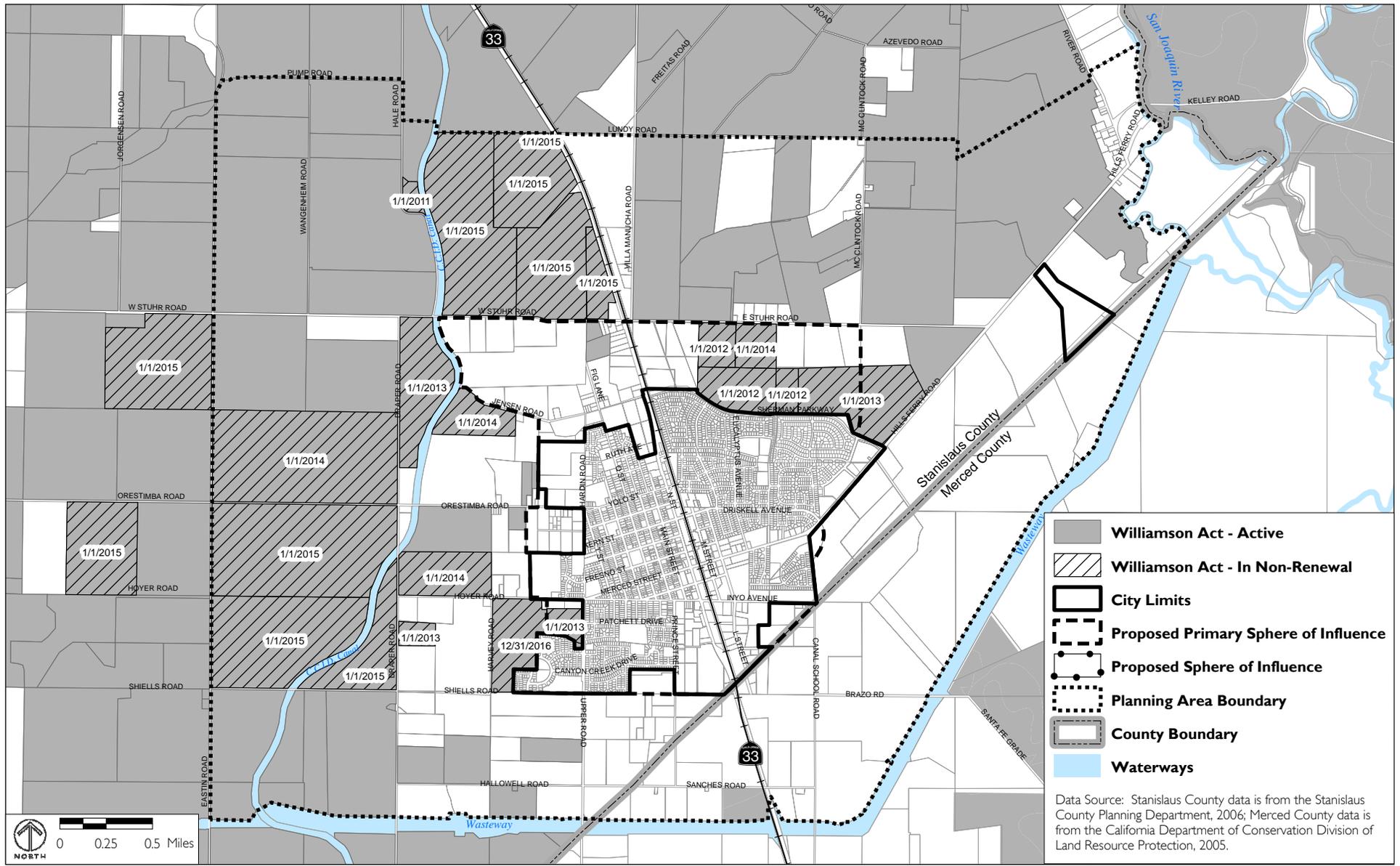
**2. Williamson Act Contracts**

The Newman SOI and Planning Area also include many properties under Williamson Act contracts, which place development restrictions on parcels to preserve the land in agricultural use for at least ten years, in exchange for tax



REVISED FIGURE 4.2-2

**IMPORTANT FARMLANDS**



REVISED FIGURE 4.2-3

LANDS UNDER WILLIAMSON ACT CONTRACTS

benefits to the land owner. Figure 4.2-3 shows the locations of Williamson Act lands. According to Stanislaus County records, as of 2006, there is no agricultural land within the Newman city limits and approximately 480 acres within the proposed SOI subject to Williamson Act contracts. As shown on Figure 4.2-3, non-renewal forms have been filed for nine parcels within the SOI and the Williamson Act contracts of these properties are set to expire between 2012 and 2014. Additionally, the westernmost Williamson Act parcel touching the northern boundary of the city limits was protested by the City with Resolution 1850 on December 22, 1970, and the contract may be cancelled before its termination date of January 1, 2012.

**The first paragraph on page 4.7-5 is hereby amended by adding a footnote to the end of the paragraph, with reference:**

<sup>2</sup> California Department of Toxic Substances Control: EnviroStor Database. and [http://www.envirostor.dtsc.ca.gov/public/profile\\_report.asp?global\\_id=50460001](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=50460001), accessed December 21, 2006.

**The first full paragraph on page 4.7-6 is hereby amended as follows:**

The use and transportation of hazardous materials is of particular concern around schools. To accommodate for new student growth, new classrooms have been constructed at Orestimba High School and old classrooms have been modernized. These existing schools, which are already within ½ mile of non-industrial hazardous materials users in commercial areas and agricultural uses near Jensen Road, may be further exposed to hazardous materials uses as the city develops. A future elementary school would most likely be located at the new Sherman Ranch subdivision.<sup>1</sup> This new subdivision will be located at the intersection of Sherman Parkway and Balsam Street, ½ mile from a proposed Light In-

dustrial area, but 2 miles away from most existing and proposed industrial or commercial uses.

**The last paragraph on page 4.7-12 is hereby amended as follows:**

a. Airport and Airstrip Safety

Implementation of the proposed General Plan would not result in development within 2 miles of a public airport or private airstrip, as the nearest airport, the Modesto City-County Airport, is located 30 miles north of Newman. While there is ~~the a~~ landing strip used by ~~the a~~ crop duster within the Planning Area and outside the SOI, this airstrip is outside of the area planned for urban development use is shown to convert to other compatible urban uses and with its low level of use does not generate a major hazard. ~~will~~ As a result, there would be a *less-than-significant impact* related to airports or airstrip safety.

**The last paragraph on page 4.8-13 and continuing onto page 4.8-14 is hereby amended as follows:**

A tile drainage system is currently in place that prevents irrigation inputs from flooding an already high groundwater table. To prevent interference by new development on the tile drain system, Policy PSF-6.2 states that parks and greenbelts would be developed above those portions of the tile drain system that are within developed areas, or areas to be developed. Under these terms, no new buildings would be developed on top of the tile drain system. To further encourage the preservation and maintenance of the Newman Drainage District, the proposed General Plan contains Policy PFS-6.3. This policy states that urban development within the boundaries of the Newman Drainage District shall be required to relocate existing District pipelines or provide replacement pipelines as needed to ensure the continued operation of the District's drainage system.

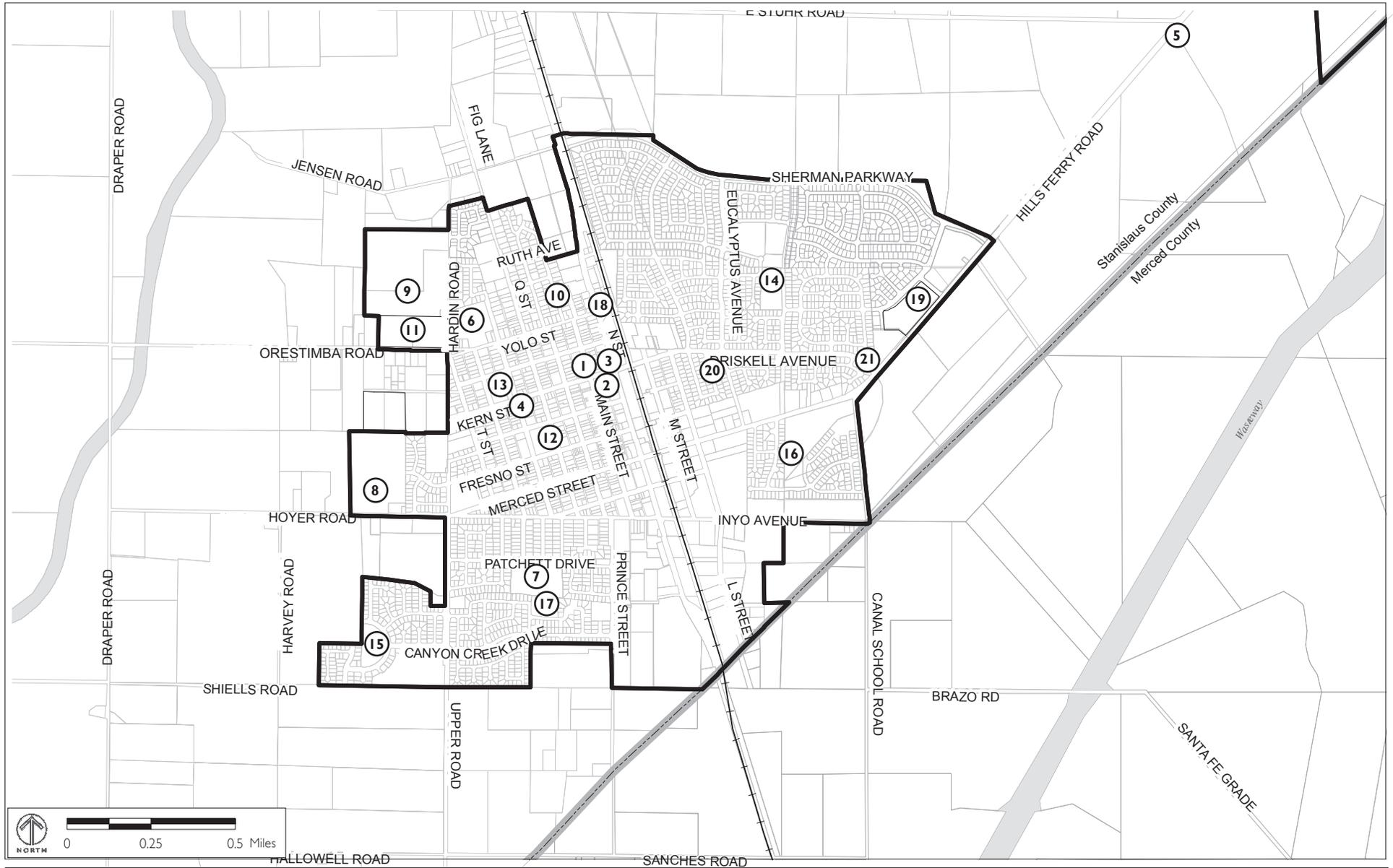
The first paragraph on page 4.11-9 is hereby amended as follows:

The proposed General Plan would accommodate projected growth by allocating land for residential and commercial uses. Policy LU-2.6 states that the City would promote the development of more employment uses that improve the city's current jobs-housing imbalance. Policy LU-2.4 ~~requires that no more than 50 percent of a Master Plan Area planned for residential uses can be developed until at least 50 percent of the area planned for business park uses is developed.~~ states that for those Master Plan Areas planned for both residential and business park uses, development of the business park uses and the housing units are to run concurrently. Prior to approval of residential development in these areas, the City will set specific requirements that tie the timing of development of the business park uses to the development of residences. The proposed General Plan is expected to have a beneficial impact on employment and job growth in Newman.

Figure 4.12-1 on page 4.12-2 is hereby amended as shown on page 22:

The last paragraph on page 4.12-7 and first paragraph on page 4.12-8 is hereby amended as follows:

The stations in the West Stanislaus Fire District provide mutual aid for each other. They also provide mutual aid for other Fire Districts in Stanislaus County such as Woodland Avenue (Modesto), Salida, Westport and Mountain View Fire Districts. The County also has an understanding of mutual aid agreements with the City of Tracy in San Joaquin



- |                     |                              |                                 |                            |                                       |            |
|---------------------|------------------------------|---------------------------------|----------------------------|---------------------------------------|------------|
| 1 City Hall         | 5 Wastewater Treatment Plant | 9 Orestimba High School         | 13 Densmore Park           | 18 Copeland Park                      | City Limit |
| 2 Police Department | 6 Hunt Elementary            | 10 NCLUSD Alternative Education | 14 Hurd-Barrington Park    | 19 William Rae Sherman Park           |            |
| 3 Fire Department   | 7 Von Renner Elementary      | 11 Lions Park                   | 15 Alfred "Bush" Rose Park | 20 Amy Street/Driskell Avenue Tot Lot |            |
| 4 Library           | 8 Yolo Middle School         | 12 Pioneer Park                 | 16 Joe Borba Park          | 21 Yancey Park                        |            |
|                     |                              |                                 | 17 Janet Carlsen Park      |                                       |            |

REVISED FIGURE 4.12-1

**EXISTING PUBLIC FACILITIES**

County, though there is no official written agreement between the two entities.<sup>1</sup>

On page 4.12-19c, the name of William Rae Sherman Park is hereby amended as follows:

b. Planned Parks

William Rae Ray Sherman Park, a recently completed community park in the Sherman Ranch subdivision at Hills Ferry Road and Sherman Parkway, will soon open for public use. Another community park, Mariposa Park, is planned for two parcels behind Yolo Middle School.

Page 4.12-19e is hereby amended as follows:

c. Regional, State and Federal Parks

Regional and State parks, and federal lands near Newman offer additional recreational and wildlife-viewing opportunities.

- ◆ **Frank ~~Rains~~ Raines Regional Park** is a Stanislaus County Park in Del Puerto Canyon west of I-5. It offers biking, walking and picnic facilities.
- ◆ **Hagaman County Park** is a 74-acre Merced County Park with fishing, boating and picnicking on the Merced River approximately 15 miles east of Newman.
- ◆ **George Hatfield State Recreation Area** offers camping, boating, picnicking, and fishing on 46 acres on the Merced River four miles east of Newman on Hills Ferry Road.
- ◆ **San Luis National Wildlife Refuge (NWR) Complex** is the largest preserve in the Central Valley, located approximately 15 miles south

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<sup>1</sup> Bramell, Dave, Fire Chief, City of Tracy. Personal communication with Will Fourn, DC&E. January 4, 2007.

of Newman in Merced County. The San Luis NWR Complex comprises the 26,600-acre San Luis NWR, the 8,200-acre Merced NWR, the 12,800-acre San Joaquin River NWR and the Grasslands Management Area. The Complex is mostly marshland and native grasslands, and contains both managed grazing lands and wildlife refuge areas. The area is popular for wildlife observation, study and photography, and waterfowl hunting. The protected tule elk and endangered San Joaquin kit fox are among the species observed.

◆ China Island is a federal wetlands facility in Merced County.

On page 4.13-20, Table 4.13-5 is hereby amended as shown on pages 25 through 30:

TABLE 4.13-5 BUILDOUT TRAFFIC VOLUMES AND LOS

						Proposed General Plan		
Street	From	To	Lanes	Volume	V/C	LOS		
<b>State Highway</b>								
	Stuhr Road	Stuhr Road	2	16,050	0.80	C-D		
	Jensen Road	Jensen Road	4	35,850	0.90	E		
	Jensen Road	Yolo Street	4	40,550	1.01	F		
	Yolo Street	Kern Street	4	34,150	0.98	E		
	Kern Street	Merced Street	4	35,850	1.04	F		
SR 33	Merced Street	Inyo Avenue	4	35,550	1.03	F		
	Inyo Avenue	City limits	4	35,450	0.89	D-E		
	City Limits	Shiells Road	2	14,100	0.71	C		
	Shiells Road	Hallowell Road	2	16,600	0.83	D		
	Hallowell Road		2	23,800	1.19	F		
<b>North-South Streets</b>								
	Stuhr Road	Orestimba Road	2	6,250	0.33	A		
Draper Road	Orestimba Road	Hoyer Road	2	6,050	0.32	<u>B-A</u>		
	Hoyer Road	Shiells Road	2	3,300	0.18	<u>B-A</u>		
	Shiells Road	Hallowell Road	2	2,400	0.13	<u>B-A</u>		
	Stuhr Road	Jensen Road	2	7,150	0.38	<u>B-A</u>		
West Parkway	Jensen Road	Orestimba Road	2	11,150	0.59	<u>B-A</u>		
	Orestimba Road	Hoyer Road	2	11,450	0.60	B		
	Hoyer Road	Shiells Road	2	10,650	0.56	<u>B-A</u>		
	Shiells Road	Hallowell Road	2	8,000	0.42	<u>B-A</u>		
Collector	Orestimba Road	Hoyer Road	2	2,050	0.14	<u>B-A</u>		
	Hoyer Road	Canyon Creek Drive	2	1,000	0.07	<u>B-A</u>		
Upper Road	Hoyer Road	Canyon Creek Drive	2	13,650	0.72	C		
	Canyon Creek Drive	Shiells Road	2	9,400	0.50	<u>B-A</u>		

**Proposed General Plan**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>	<b>Volume</b>	<b>V/C</b>	<b>LOS</b>
	Shiells Road	Hallowell Road	2	8,350	0.44	<del>B-A</del>
	<u>Hallowell Road</u>		<u>2</u>	<u>6,900</u>	<u>0.36</u>	<u>A</u>
	Jensen Road	Yolo Street	2	4,300	0.31	<del>B-A</del>
Hardin Road	Yolo Street	Kern Street	2	5,000	0.33	<del>B-A</del>
	Kern Street	Merced Street	2	9,750	0.65	B
	Stuhr Road	Jensen Road	2	1,000	0.07	<del>B-A</del>
Fig Lane	Jensen Road	Yolo Street	2	10,750	0.72	C
	Yolo Street	Kern Street	2	10,600	0.71	C
Q Street	Kern Street	Merced Street	2	8,000	0.56	<del>B-A</del>
	Merced Street	Inyo Avenue	2	5,650	0.38	<del>B-A</del>
	Inyo Avenue	Canyon Creek Drive	4	20,500	0.54	<del>B-A</del>
Prince Street	Canyon Creek Drive	Shiells Road	2	9,800	0.52	<del>B-A</del>
	Shiells Road	Hallowell Road	2	1,000	0.07	<del>B-A</del>
Main Street	Kern Street	Merced Street	2	11,500	0.77	C
M Street	Kern Street	Inyo Avenue	2	4,000	0.40	<del>B-A</del>
Collector	Stuhr Road	Sherman Parkway	2	10,550	0.71	C
	Stuhr Road	Sherman Parkway	2	4,500	0.30	<del>B-A</del>
Balsam Drive	Sherman Parkway	Banff Drive	2	4,900	0.33	<del>B-A</del>
	Banff Drive	Driskell Avenue	2	4,700	0.37	<del>B-A</del>
	Stuhr Road	Sherman Parkway	2	2,900	0.19	<del>B-A</del>
Eucalyptus Avenue	Sherman Parkway	Driskell Avenue	2	3,550	0.24	<del>B-A</del>
	Stuhr Road	Sherman Parkway	2	3,000	0.20	<del>B-A</del>
Barington Avenue	Sherman Parkway	Driskell Avenue	2	5,750	0.38	<del>B-A</del>

**Proposed General Plan**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>	<b>Volume</b>	<b>V/C</b>	<b>LOS</b>
Canal School Road	Hills Ferry Road	Brazo Road	2 <u>4</u>	16,050	1.07 <u>0.42</u>	F <u>A</u>
	<u>Brazo Road</u>	<u>Sanchez</u>	2 <u>2</u>	<u>6,600</u>	<u>0.44</u>	B <u>B</u>
McClintock Road	Stuhr Road	Collector	2	2,400	0.16	B <u>A</u>
	Collector	Sherman Parkway	2	11,250	0.75	C
County Line	Sherman Parkway	Merced Street	2	8,350	0.56	B <u>A</u>
Collector	Merced Street	Inyo Avenue	-	7,950	0.53	B <u>A</u>
<b>East-West Streets</b>						
	<b>Draper Road</b>		2	<b>17,700</b>	<b>0.93</b>	<b>E</b>
	Draper Road	Western Parkway	2	11,450	0.60	B
	Western Parkway	Fig Lane	2	10,300	0.55	B <u>A</u>
Stuhr Road	Fig Lane	SR 33	2	9,900	0.52	B <u>A</u>
	SR 33	Balsam Drive	2	8,550	0.45	B <u>A</u>
	Balsam Drive	Eucalyptus Avenue	2	7,550	0.40	B <u>A</u>
	Eucalyptus Avenue	McClintock Road	2	7,850	0.41	B <u>A</u>
	McClintock Road	Hills Ferry Road	2	6,550	0.35	B <u>A</u>
Collector	McClintock Road	Hills Ferry Road	2	10,300	0.69	B
		Western Parkway	2	2,200	0.12	B <u>A</u>
	Western Parkway		2	9,200	0.48	B <u>A</u>
Jensen Road	Hardin Road	Hardin Road	4	18,450	0.49	B <u>A</u>
	Hardin Road	Fig Lane	4	20,850	0.55	B <u>A</u>
	Fig Lane	SR 33	4	15,700	0.42	B <u>A</u>
Sherman Parkway	SR 33	Railroad	4	26,700	0.70	C
	Railroad	Collector	4	26,700	0.70	C
	Collector	Balsam Drive	4	21,200	0.56	B <u>A</u>
	<b>Balsam Drive</b>	<b>Eucalyptus Ave</b>	2	<b>15,500</b>	<b>0.82</b>	<b>D</b>

**Proposed General Plan**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>	<b>Volume</b>	<b>V/C</b>	<b>LOS</b>
	Eucalyptus Ave	Barington Avenue	2	14,100	0.74	C
	Barington Ave	McClintock Road	2	12,150	0.64	B
	McClintock Road	Hills Ferry Road	2	8,100	0.42	<del>B-A</del>
	Hills Ferry Road		2	4,750	0.32	<del>B-A</del>
	Draper Road	Western Parkway	2	4,250	0.22	<del>B-A</del>
Orestimba Road	Western Parkway	Collector	2	5,350	0.28	<del>B-A</del>
	Collector	Hardin Road	2	6,500	0.35	<del>B-A</del>
	Hardin Road	Q Street	2	6,150	0.41	<del>B-A</del>
Yolo Street	Q Street	SR 33	2	8,500	0.57	<del>B-A</del>
	Hardin Road	Q Street	2	7,450	0.50	<del>B-A</del>
	Q Street	Main Street	2	10,850	0.72	C
Kern Street	Main Street	SR 33	4	15,550	0.52	<del>B-A</del>
	SR 33	Railroad	4	17,100	0.58	<del>B-A</del>
	Railroad	M Street	4	17,100	0.58	<del>B-A</del>
	M Street	Balsam Drive	4	17,300	0.58	<del>B-A</del>
	<b>Balsam Drive</b>	<b>Eucalyptus Ave</b>	2	<b>12,100</b>	<b>0.81</b>	<b>D</b>
Dritskell Ave	Eucalyptus Avenue	Barington Avenue	2	9,150	0.61	B
	Barington Avenue	Hills Ferry Road	2	7,850	0.53	<del>B-A</del>
	Draper Road	Western Parkway	2	14,600	0.77	C
Hoyer Road	Western Parkway	Collector	4	17,250	0.46	<del>B-A</del>
	Collector	Upper Road	4	20,750	0.55	<del>B-A</del>
Merced Street	Inyo Avenue	Hardin Road	4	28,150	0.75	C
	<b>Hardin Road</b>	<b>Q Street</b>	2	<b>15,100</b>	<b>0.80</b>	<b>C-D</b>
	<b>Q Street</b>	<b>Main Street</b>	4	<b>30,950</b>	<b>0.95</b>	<b>E</b>
	Main Street	SR 33	4	26,200	0.69	B

**Proposed General Plan**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>	<b>Volume</b>	<b>V/C</b>	<b>LOS</b>
	SR 33	Railroad	4	23,700	0.62	B
	Railroad	M Street	4	23,700	0.62	B
	M Street	Brookhaven Drive	4	23,250	0.61	B
Hills Ferry Road	Brookhaven Drive	Canal School Road	4	20,450	0.54	<del>B-A</del>
	<b>Driskell Avenue</b>	<b>Sherman Parkway</b>	4	<b>32,350</b>	<b>0.85</b>	<b>D</b>
	Sherman Parkway	Collector	4	29,250	0.77	C
	Collector	Stuhr Road	<del>2</del> 4	11,600	0.31	<del>B-A</del>
	Stuhr Road	Q Street	<del>2</del> 4	15,850	0.42	<del>D-A</del>
	Hardin Road	Q Street	2	7,550	0.50	<del>B-A</del>
	Q Street	Prince Street	2	11,250	0.75	C
	Prince Street	Main Street	4	14,650	0.50	<del>B-A</del>
Inyo Avenue	Main Street	SR 33	4	8,550	0.30	<del>B-A</del>
	<b>SR 33</b>	<b>Railroad</b>	2	<b>14,800</b>	<b>0.99</b>	<b>E</b>
	<b>Railroad</b>	<b>L Street</b>	2	<b>14,800</b>	<b>0.99</b>	<b>E</b>
	L Street	Canal School Road	2	8,500	0.57	<del>B-A</del>
	Upper Road	Upper Road	2	1,550	0.10	<del>B-A</del>
Canyon Creek Dr	Upper Road	Prince Street	2	5,000	0.33	<del>B-A</del>
	Draper Road	Western Parkway	2	1,000	0.07	<del>B-A</del>
	Western Parkway	Upper Road	2	13,850	0.73	C
Shiells Road	<b>Upper Road</b>	<b>Prince Road</b>	2	<b>15,500</b>	<b>0.82</b>	<b>D</b>
	Prince Road	SR 33	2	9,300	0.49	<del>B-A</del>
Brazo Road	SR 33	Railroad	2	10,600	0.56	<del>B-A</del>
	Railroad	Canal School Road	2	10,600	0.56	<del>B-A</del>
Hallowell Road	Draper Road	Western Parkway	2	1,800	0.09	<del>B-A</del>
	Western Parkway	Upper Road	2	1,550	0.08	<del>B-A</del>

**Proposed General Plan**

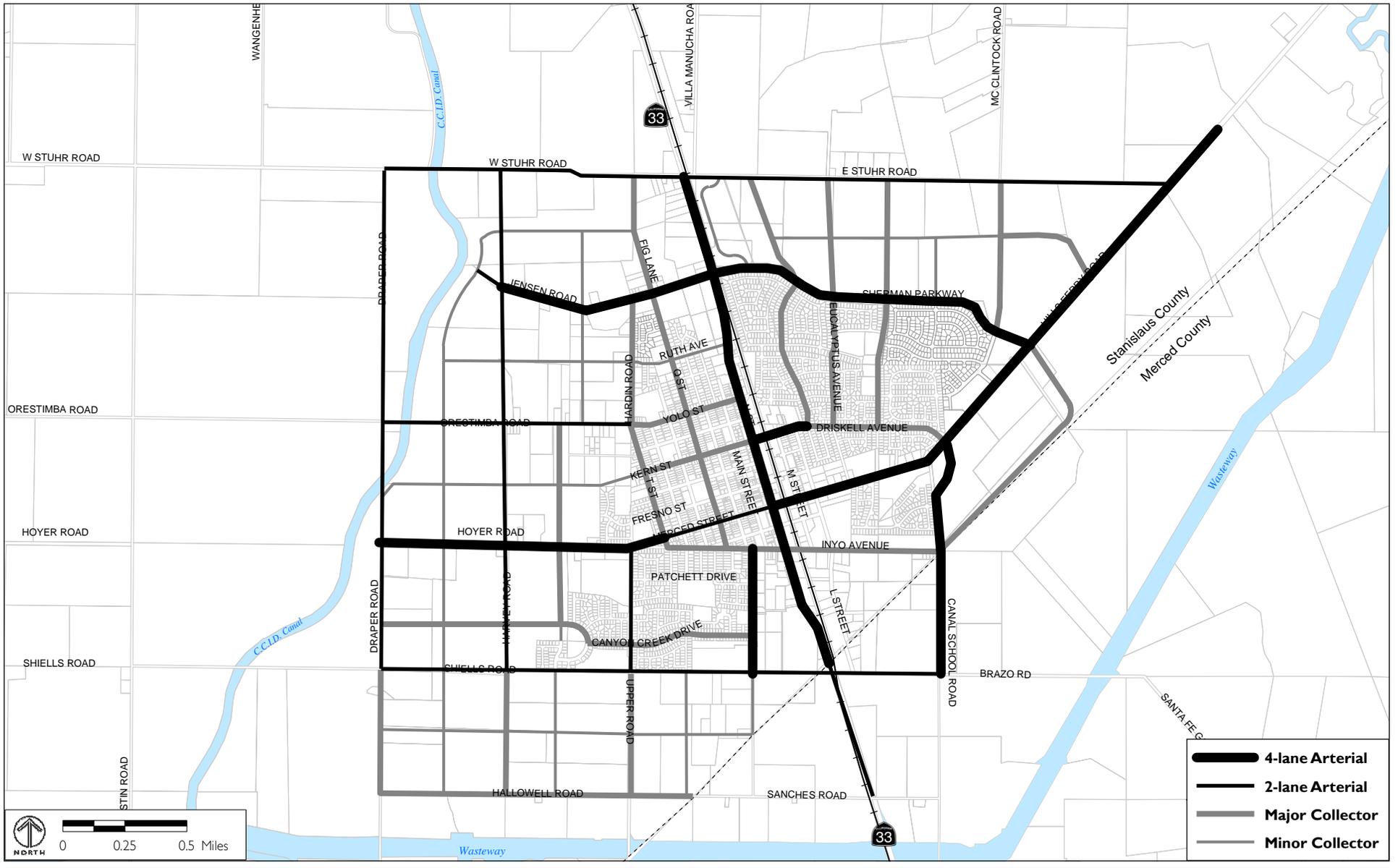
<b>Street</b>	<b>From</b>	<b>To</b>	<b>Lanes</b>	<b>Volume</b>	<b>V/C</b>	<b>LOS</b>
	Upper Road	Prince Road	2	3,000	0.15	<u>B-A</u>
Sanchez Road	Prince Road	SR 33	2	3,550	0.19	<u>B-A</u>
	SR 33	School Canal Road	2	7,100	0.37	<u>B-A</u>

Note: Bold represents roadway segments that exceed LOS C.

Source: KdANDERSON Transportation Engineers, 2006.

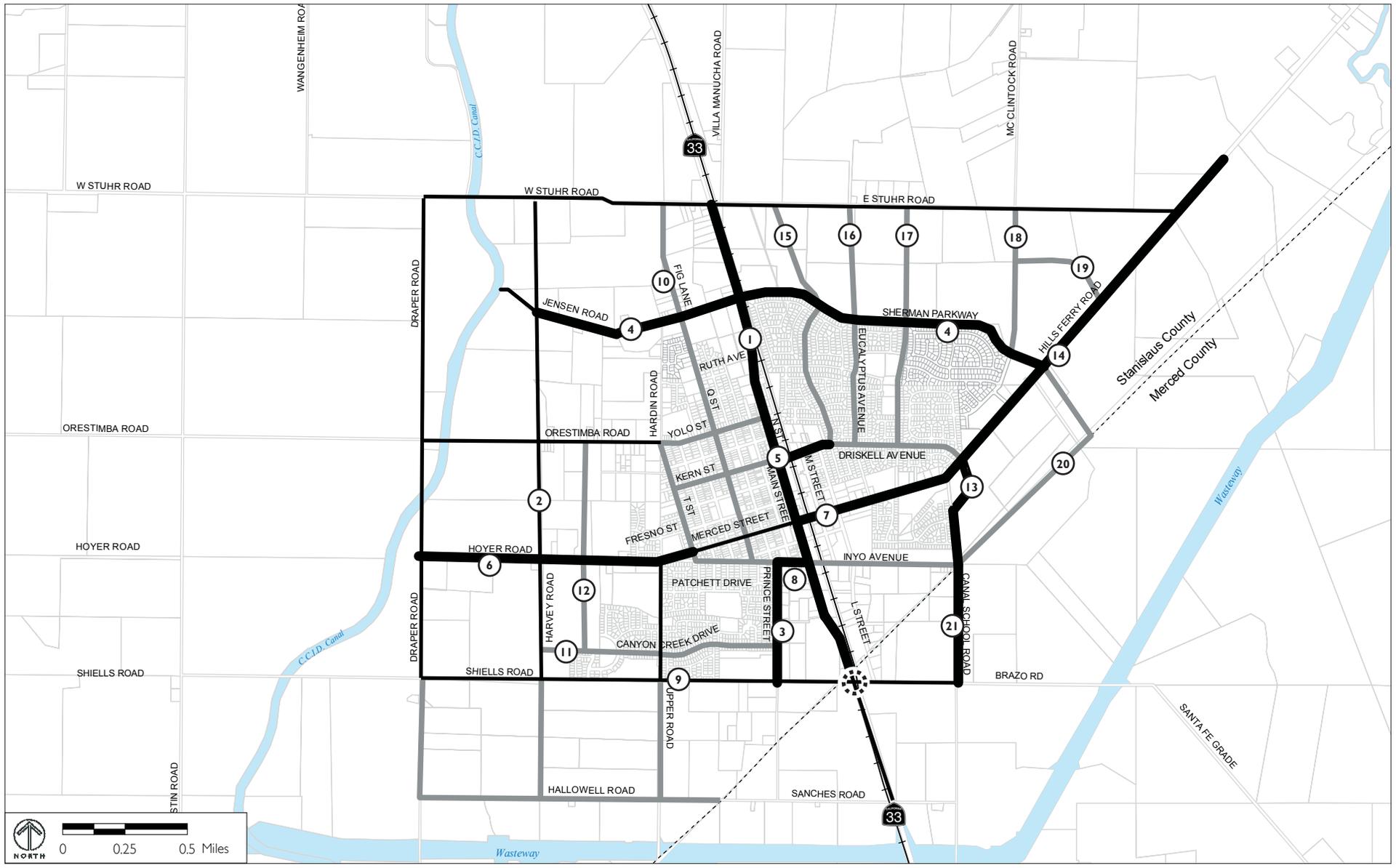
CITY OF NEWMAN  
GENERAL PLAN FINAL EIR  
REVISIONS TO THE DRAFT EIR

On pages 3-21 and 3-22, Figures 3-6 and 3-7 are hereby amended as shown on pages 32 and 33:



REVISED FIGURE 3-6

CIRCULATION PLAN



	4-Lane Arterial		Various Roadway Improvements
	2-Lane Arterial		New Railroad Grade Crossing
	Major Collector		

REVISED FIGURE 3-7  
**CIRCULATION IMPROVEMENTS**

The following tables are hereby added to Appendix B, as shown on pages 35 through 64:

GPU BUILDOUT - with IMPROVEMENTS  
 NEWMAN GPU (2303-02)

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 SR 33 / Jensen	D	51.3 0.992	D	51.3 0.992	+ 0.000 D/V
# 2 Orestimba / T / Hardin / Yolo	D	43.7 0.879	D	43.7 0.879	+ 0.000 D/V
# 3 Driskell Ave / Hills Ferry	C	27.8 0.699	C	27.8 0.699	+ 0.000 D/V
# 4 SR 33 / Yolo St	A	9.7 0.537	A	9.7 0.537	+ 0.000 D/V
# 6 SR 33 / Kern	D	48.9 1.011	D	48.9 1.011	+ 0.000 D/V
# 7 Inyo / Hoyer / Upper Rd	F	120.7 1.325	F	120.7 1.325	+ 0.000 D/V
# 8 Merced St / Q Street	B	19.9 0.855	B	19.9 0.855	+ 0.000 D/V
# 9 SR 33 / Merced	C	33.5 0.852	C	33.5 0.852	+ 0.000 D/V
# 10 Inyo / Prince	C	26.4 0.684	C	26.4 0.684	+ 0.000 D/V
# 11 SR 33 / Inyo	C	31.1 0.860	C	31.1 0.860	+ 0.000 D/V

GPU BUILDOUT - with IMPROVEMENTS  
 NEWMAN GPU (2303-02)

Threshold Report (Base Alternative)

Threshold Criteria [Ops LOS >= \*][Plan LOS >= \*]  
 [Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C
# 1 SR 33 / Jensen	NB TH	E	70.2	0.992
# 1 SR 33 / Jensen	EB LT	F	106.2	0.992
# 1 SR 33 / Jensen	EB TH	E	61.9	0.942
# 1 SR 33 / Jensen	EB RT	E	61.9	0.942
# 1 SR 33 / Jensen	SB LT	E	60.9	0.992
# 2 Orestimba / T / Hardin / Yolo	SB LT	F	111.5	0.879
# 2 Orestimba / T / Hardin / Yolo	WB LT	E	69.1	0.879
# 6 SR 33 / Kern	NB LT	F	82.0	0.915
# 6 SR 33 / Kern	NB TH	D	54.2	1.011
# 6 SR 33 / Kern	EB LT	F	98.5	1.011
# 6 SR 33 / Kern	SB LT	F	110.4	1.011
# 6 SR 33 / Kern	WB RT	E	74.5	1.011
# 7 Inyo / Hoyer / Upper Rd	NB LT	F	196.1	1.325
# 7 Inyo / Hoyer / Upper Rd	EB TH	F	170.8	1.325
# 7 Inyo / Hoyer / Upper Rd	EB RT	F	170.8	1.325
# 7 Inyo / Hoyer / Upper Rd	WB LT	F	327.2	1.325
# 9 SR 33 / Merced	NB LT	E	74.9	0.852
# 9 SR 33 / Merced	SB LT	F	95.6	0.791
# 9 SR 33 / Merced	WB LT	E	60.6	0.852
# 11 SR 33 / Inyo	NB LT	E	70.1	0.668
# 11 SR 33 / Inyo	EB LT	E	64.4	0.860
# 11 SR 33 / Inyo	SB LT	E	60.6	0.860
# 11 SR 33 / Inyo	WB TH	F	86.5	0.860

GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Threshold Report (Future Alternative)

Threshold Criteria [Ops LOS >= \*][Plan LOS >= \*]  
[Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C
# 1 SR 33 / Jensen	NB TH	E	70.2	0.992
# 1 SR 33 / Jensen	EB LT	F	106.2	0.992
# 1 SR 33 / Jensen	EB TH	E	61.9	0.942
# 1 SR 33 / Jensen	EB RT	E	61.9	0.942
# 1 SR 33 / Jensen	SB LT	E	60.9	0.992
# 2 Orestimba / T / Hardin / Yolo	SB LT	F	111.5	0.879
# 2 Orestimba / T / Hardin / Yolo	WB LT	E	69.1	0.879
# 6 SR 33 / Kern	NB LT	F	82.0	0.915
# 6 SR 33 / Kern	NB TH	D	54.2	1.011
# 6 SR 33 / Kern	EB LT	F	98.5	1.011
# 6 SR 33 / Kern	SB LT	F	110.4	1.011
# 6 SR 33 / Kern	WB RT	E	74.5	1.011
# 7 Inyo / Hoyer / Upper Rd	NB LT	F	196.1	1.325
# 7 Inyo / Hoyer / Upper Rd	EB TH	F	170.8	1.325
# 7 Inyo / Hoyer / Upper Rd	EB RT	F	170.8	1.325
# 7 Inyo / Hoyer / Upper Rd	WB LT	F	327.2	1.325
# 9 SR 33 / Merced	NB LT	E	74.9	0.852
# 9 SR 33 / Merced	SB LT	F	95.6	0.791
# 9 SR 33 / Merced	WB LT	E	60.6	0.852
# 11 SR 33 / Inyo	NB LT	E	70.1	0.668
# 11 SR 33 / Inyo	EB LT	E	64.4	0.860
# 11 SR 33 / Inyo	SB LT	E	60.6	0.860
# 11 SR 33 / Inyo	WB TH	F	86.5	0.860

GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 SR 33 / Jensen

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.992

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 51.3

Optimal Cycle: 180 Level Of Service: D

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	2

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	670	665	925	370	25	175	315	235	465	185	985
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	670	665	925	370	25	175	315	235	465	185	985
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	67	744	739	1028	411	28	194	350	261	517	206	1094
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	744	739	1028	411	28	194	350	261	517	206	1094
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	744	739	1028	411	28	194	350	261	517	206	1094

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.95	0.85	0.95	0.89	0.89	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.15	0.85	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	3502	3610	1615	1805	1935	1444	1805	3610	1615

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.21	0.46	0.29	0.11	0.02	0.11	0.18	0.18	0.29	0.06	0.68
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.21	0.51	0.30	0.38	0.49	0.11	0.19	0.19	0.30	0.39	0.68
Volume/Cap:	0.30	0.99	0.89	0.99	0.30	0.04	0.99	0.94	0.94	0.94	0.15	0.99
Delay/Veh:	40.7	70.2	34.1	60.9	21.8	13.3	106.2	61.9	61.9	58.7	19.9	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	70.2	34.1	60.9	21.8	13.3	106.2	61.9	61.9	58.7	19.9	40.5
LOS by Move:	D	E	C	E	C	B	F	E	E	E	B	D
HCM2kAvgQ:	2	18	24	23	5	0	10	14	14	20	2	41

Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

GPU BUILDOUT - with IMPROVEMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Orestimba / T / Hardin / Yolo

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.7

Optimal Cycle: 101 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 4 rows of flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 10 rows of capacity metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 Driskell Ave / Hills Ferry

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8

Optimal Cycle: 59 Level Of Service: C

\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: Include Ovl Include Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 2 0 2 0 1 1 0 0 1 0 1 0 1 0 1

Volume Module:

Table with 13 columns and 13 rows of traffic volume data including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 13 columns and 4 rows of saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns and 10 rows of capacity analysis data including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #4 SR 33 / Yolo St

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.537

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7

Optimal Cycle: 43 Level Of Service: A

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Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SR 33 / Kern

Cycle (sec): 80 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: 162 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 10 rows of capacity analysis metrics.

Note: Queue reported is the number of cars per lane.

GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #7 Inyo / Hoyer / Upper Rd

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Cycle (sec): 100 Critical Vol./Cap.(X): 1.325
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 120.7
Optimal Cycle: 180 Level Of Service: F

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic components and 12 rows of volume data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow factors and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

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Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Merced St / Q Street

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.9
Optimal Cycle: 73 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVEMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #9 SR 33 / Merced

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.852

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5

Optimal Cycle: 91 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic movements. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module:

Table with 12 columns representing different traffic movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing different traffic movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #10 Inyo / Prince

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684

Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4

Optimal Cycle: 49 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 10 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 SR 33 / Inyo

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.860

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1

Optimal Cycle: 94 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic movements and 12 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns representing different traffic movements and 4 rows of saturation flow metrics like Sat/Lane, Adjustment, etc.

Capacity Analysis Module:

Table with 13 columns representing different traffic movements and 11 rows of capacity analysis metrics like Vol/Sat, Crit Moves, etc.

Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS  
 NEWMAN GPU (2303-02)

Base Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#1	[HCM2kAvgQ]:	2	18	24	23	5	0	10	14	14	20	2	41
#2	[HCM2kAvgQ]:	4	23	23	4	10	10	5	14	14	10	10	10
#3	[HCM2kAvgQ]:	1	13	13	8	6	1	0	8	8	6	3	12
#4	[HCM2kAvgQ]:	5	7	0	0	10	10	2	0	5	0	0	0
#6	[HCM2kAvgQ]:	7	24	2	8	18	18	10	7	7	6	8	18
#7	[HCM2kAvgQ]:	42	0	2	0	0	0	0	85	85	4	28	0
#8	[HCM2kAvgQ]:	0	4	4	11	0	0	6	6	6	19	19	19
#9	[HCM2kAvgQ]:	7	20	20	3	22	22	6	7	8	10	5	5
#10	[HCM2kAvgQ]:	10	0	13	0	0	0	0	13	13	8	3	0
#11	[HCM2kAvgQ]:	3	20	20	11	15	15	10	5	5	2	6	7

GPU BUILDOUT - with IMPROVEMENTS  
NEWMAN GPU (2303-02)

Future Queue Report (cars)

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
#1	[HCM2kAvgQ]:	2	18	24	23	5	0	10	14	14	20	2	41
#2	[HCM2kAvgQ]:	4	23	23	4	10	10	5	14	14	10	10	10
#3	[HCM2kAvgQ]:	1	13	13	8	6	1	0	8	8	6	3	12
#4	[HCM2kAvgQ]:	5	7	0	0	10	10	2	0	5	0	0	0
#6	[HCM2kAvgQ]:	7	24	2	8	18	18	10	7	7	6	8	18
#7	[HCM2kAvgQ]:	42	0	2	0	0	0	0	85	85	4	28	0
#8	[HCM2kAvgQ]:	0	4	4	11	0	0	6	6	6	19	19	19
#9	[HCM2kAvgQ]:	7	20	20	3	22	22	6	7	8	10	5	5
#10	[HCM2kAvgQ]:	10	0	13	0	0	0	0	13	13	8	3	0
#11	[HCM2kAvgQ]:	3	20	20	11	15	15	10	5	5	2	6	7

GPU BUILDOUT - with IMPROVMENTS  
 NEWMAN GPU (2303-02)

Impact Analysis Report  
 Level Of Service

Intersection		Base		Future		Change in
		LOS	Veh C	LOS	Veh C	
# 1	SR 33 / Jensen	C	30.8 0.765	C	30.8 0.765	+ 0.000 D/V
# 2	Orestimba / T / Hardin / Yolo	C	28.0 0.445	C	28.0 0.445	+ 0.000 D/V
# 3	Driskell Ave / Hills Ferry	C	28.2 0.715	C	28.2 0.715	+ 0.000 D/V
# 4	SR 33 / Yolo St	B	13.0 0.744	B	13.0 0.744	+ 0.000 D/V
# 6	SR 33 / Kern	D	40.1 0.967	D	40.1 0.967	+ 0.000 D/V
# 7	Inyo / Hoyer / Upper Rd	C	20.7 0.683	C	20.7 0.683	+ 0.000 D/V
# 8	Merced St / Q Street	C	28.5 0.938	C	28.5 0.938	+ 0.000 D/V
# 9	SR 33 / Merced	D	45.7 0.999	D	45.7 0.999	+ 0.000 D/V
# 10	Inyo / Prince	C	34.4 0.858	C	34.4 0.858	+ 0.000 D/V
# 11	SR 33 / Inyo	C	31.9 0.877	C	31.9 0.877	+ 0.000 D/V

GPU BUILDOUT - with IMPROVMENTS  
 NEWMAN GPU (2303-02)

Threshold Report (Base Alternative)

Threshold Criteria [Ops LOS >= \*][Plan LOS >= \*]  
 [Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C
# 4 SR 33 / Yolo St	NB LT	F	118.4	0.744
# 4 SR 33 / Yolo St	SB LT	E	63.2	0.464
# 6 SR 33 / Kern	NB LT	F	82.9	0.967
# 6 SR 33 / Kern	EB TH	E	66.5	0.967
# 6 SR 33 / Kern	EB RT	E	66.5	0.967
# 6 SR 33 / Kern	WB LT	F	85.4	0.967
# 8 Merced St / Q Street	SB LT	E	69.9	0.938
# 9 SR 33 / Merced	NB LT	F	105.4	0.999
# 9 SR 33 / Merced	EB RT	F	93.3	0.999
# 9 SR 33 / Merced	SB LT	F	94.4	0.855
# 9 SR 33 / Merced	WB LT	F	103.0	0.999
# 11 SR 33 / Inyo	NB LT	F	105.6	0.784
# 11 SR 33 / Inyo	EB LT	E	73.1	0.877
# 11 SR 33 / Inyo	EB TH	F	80.5	0.873
# 11 SR 33 / Inyo	EB RT	F	80.5	0.873
# 11 SR 33 / Inyo	SB LT	E	76.4	0.877
# 11 SR 33 / Inyo	WB LT	F	80.4	0.873
# 11 SR 33 / Inyo	WB RT	E	65.2	0.877

GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Threshold Report (Future Alternative)

Threshold Criteria [Ops LOS >= \*][Plan LOS >= \*]  
[Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C
# 4 SR 33 / Yolo St	NB LT	F	118.4	0.744
# 4 SR 33 / Yolo St	SB LT	E	63.2	0.464
# 6 SR 33 / Kern	NB LT	F	82.9	0.967
# 6 SR 33 / Kern	EB TH	E	66.5	0.967
# 6 SR 33 / Kern	EB RT	E	66.5	0.967
# 6 SR 33 / Kern	WB LT	F	85.4	0.967
# 8 Merced St / Q Street	SB LT	E	69.9	0.938
# 9 SR 33 / Merced	NB LT	F	105.4	0.999
# 9 SR 33 / Merced	EB RT	F	93.3	0.999
# 9 SR 33 / Merced	SB LT	F	94.4	0.855
# 9 SR 33 / Merced	WB LT	F	103.0	0.999
# 11 SR 33 / Inyo	NB LT	F	105.6	0.784
# 11 SR 33 / Inyo	EB LT	E	73.1	0.877
# 11 SR 33 / Inyo	EB TH	F	80.5	0.873
# 11 SR 33 / Inyo	EB RT	F	80.5	0.873
# 11 SR 33 / Inyo	SB LT	E	76.4	0.877
# 11 SR 33 / Inyo	WB LT	F	80.4	0.873
# 11 SR 33 / Inyo	WB RT	E	65.2	0.877

GPU BUILDOUT - with IMPROVEMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 SR 33 / Jensen

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8

Optimal Cycle: 97 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic volumes and adjustments like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow and adjustment factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Orestimba / T / Hardin / Yolo

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 37 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic scenarios and 12 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns and 5 rows of saturation flow metrics like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module:

Table with 13 columns and 10 rows of capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 Driskell Ave / Hills Ferry

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.715

Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2

Optimal Cycle: 62 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic movements and 10 rows of volume-related metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns and 4 rows showing saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns and 10 rows showing capacity analysis metrics like Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 SR 33 / Yolo St

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 66 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 10 rows of capacity analysis metrics.

Note: Queue reported is the number of cars per lane.
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GPU BUILDOUT - with IMPROVEMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 SR 33 / Kern

\*\*\*\*\*

Cycle (sec): 80 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 128 Level Of Service: D

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 10 rows of data including Vol/Sat, Crit Moves, Green/Cycle, etc.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

GPU BUILDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Inyo / Hoyer / Upper Rd

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 57 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different traffic metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 10 rows for Vol/Sat, Crit Moves, Green/Cycle, etc.

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Note: Queue reported is the number of cars per lane.

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GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Merced St / Q Street

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938

Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5

Optimal Cycle: 122 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	5	35	195	235	35	5	5	585	5	225	685	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	35	195	235	35	5	5	585	5	225	685	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	6	39	217	261	39	6	6	650	6	250	761	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	39	217	261	39	6	6	650	6	250	761	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	39	217	261	39	6	6	650	6	250	761	267

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.86	0.86	0.44	0.96	0.96	0.88	0.88	0.88	0.59	0.59	0.59
Lanes:	1.00	0.15	0.85	1.00	0.87	0.13	0.02	1.96	0.02	0.39	1.19	0.42
Final Sat.:	1363	247	1378	838	1598	228	28	3284	28	439	1335	468

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.16	0.31	0.02	0.02	0.20	0.20	0.20	0.57	0.57	0.57
Crit Moves:	****						****					
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.01	0.47	0.47	0.94	0.07	0.07	0.33	0.33	0.33	0.94	0.94	0.94
Delay/Veh:	22.4	27.1	27.1	69.9	22.9	22.9	9.7	9.7	9.7	30.3	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	27.1	27.1	69.9	22.9	22.9	9.7	9.7	9.7	30.3	30.3	30.3
LOS by Move:	C	C	C	E	C	C	A	A	A	C	C	C
HCM2kAvgQ:	0	7	7	12	1	1	5	5	5	24	24	24

Note: Queue reported is the number of cars per lane.  
\*\*\*\*\*

GPU BUILDOUT - with IMPROVEMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

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Intersection #9 SR 33 / Merced
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.7
Optimal Cycle: 180 Level Of Service: D
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 10 rows of capacity analysis metrics.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

GPU BULLDOUT - with IMPROVMENTS
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Inyo / Prince

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 85 Level Of Service: C

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 11 rows including Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

Note: Queue reported is the number of cars per lane.
\*\*\*\*\*

GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 SR 33 / Inyo

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9  
Optimal Cycle: 100 Level Of Service: C

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Include			Include			Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	35	1300	85	165	1305	345	185	105	35	140	70	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1300	85	165	1305	345	185	105	35	140	70	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	37	1368	89	174	1374	363	195	111	37	147	74	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1368	89	174	1374	363	195	111	37	147	74	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	1368	89	174	1374	363	195	111	37	147	74	247

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	0.76	0.76	0.91	0.89	0.89	0.93	0.94	0.94	0.93	0.98	0.83
Lanes:	1.00	1.88	0.12	1.00	1.58	0.42	1.00	0.75	0.25	1.00	1.00	1.00
Final Sat.:	1455	2707	177	1736	2662	704	1769	1345	448	1769	1862	1583

Capacity Analysis Module:

Vol/Sat:	0.03	0.51	0.51	0.10	0.52	0.52	0.11	0.08	0.08	0.08	0.04	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.58	0.58	0.11	0.66	0.66	0.13	0.09	0.09	0.10	0.06	0.18
Volume/Cap:	0.78	0.88	0.88	0.88	0.78	0.78	0.88	0.87	0.87	0.87	0.62	0.88
Delay/Veh:	105.6	23.8	23.8	76.4	14.0	14.0	73.1	80.5	80.5	80.4	55.0	65.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.6	23.8	23.8	76.4	14.0	14.0	73.1	80.5	80.5	80.4	55.0	65.2
LOS by Move:	F	C	C	E	B	B	E	F	F	F	D	E
HCM2kAvgQ:	3	23	23	8	21	21	9	7	7	7	3	10

\*\*\*\*\*

Note: Queue reported is the number of cars per lane.

\*\*\*\*\*

GPU BUILDOUT - with IMPROVMENTS  
NEWMAN GPU (2303-02)

Base Queue Report (cars)

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L --	T --	R	L --	T --	R	L --	T --	R	L --	T --	R
#1 [HCM2kAvgQ]:	11	12	6	16	16	3	3	9	9	8	4	9
#2 [HCM2kAvgQ]:	3	4	4	4	3	3	1	8	8	3	4	4
#3 [HCM2kAvgQ]:	3	14	14	9	9	4	5	4	4	4	4	13
#4 [HCM2kAvgQ]:	2	8	0	1	19	19	8	0	1	0	0	0
#6 [HCM2kAvgQ]:	10	10	7	5	25	25	5	10	10	10	4	3
#7 [HCM2kAvgQ]:	7	0	6	0	0	0	0	15	15	9	4	0
#8 [HCM2kAvgQ]:	0	7	7	12	1	1	5	5	5	24	24	24
#9 [HCM2kAvgQ]:	11	25	25	5	36	36	5	5	11	12	5	5
#10 [HCM2kAvgQ]:	14	0	10	0	0	0	0	16	16	18	2	0
#11 [HCM2kAvgQ]:	3	23	23	8	21	21	9	7	7	7	3	10

-----  
 GPU BUILDOUT - with IMPROVMENTS  
 NEWMAN GPU (2303-02)  
 -----

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 Future Queue Report (cars)  
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
#1 [HCM2kAvgQ]:	11	12	6	16	16	3	3	9	9	8	4	9
#2 [HCM2kAvgQ]:	3	4	4	4	3	3	1	8	8	3	4	4
#3 [HCM2kAvgQ]:	3	14	14	9	9	4	5	4	4	4	4	13
#4 [HCM2kAvgQ]:	2	8	0	1	19	19	8	0	1	0	0	0
#6 [HCM2kAvgQ]:	10	10	7	5	25	25	5	10	10	10	4	3
#7 [HCM2kAvgQ]:	7	0	6	0	0	0	0	15	15	9	4	0
#8 [HCM2kAvgQ]:	0	7	7	12	1	1	5	5	5	24	24	24
#9 [HCM2kAvgQ]:	11	25	25	5	36	36	5	5	11	12	5	5
#10 [HCM2kAvgQ]:	14	0	10	0	0	0	0	16	16	18	2	0
#11 [HCM2kAvgQ]:	3	23	23	8	21	21	9	7	7	7	3	10



## 4 LIST OF COMMENTORS

### A. *Written Comments*

#### Agencies

1. Mike Mirmazaheri, Chief, Floodway Protection Section, Department of Water Resources, State of California – The Resources Agency. October 10, 2006.
2. Steven E. Rough, P.E., Supervising Engineer, Merced County Department of Public Works, Road Division. November 2, 2006.
3. Marjorie Blom, Executive Officer, Local Agency Formation Commission. November 6, 2006.
4. Tom Dumas, Chief, Office of Intermodal Planning, State of California Department of Transportation. November 16, 2006.
5. David Warner, Director of Permits Services, and Arnaud Marjollet, Permit Services Manager, San Joaquin Valley Air Pollution District. November 17, 2006.

#### Businesses

6. Mike Conley, Executive Vice President, Claremont Homes, Inc. October 24, 2006.
7. Jay Egy, Development Consultant. October 27, 2006.
8. Jay Egy, Development Consultant. November 14, 2006.
9. Ron West, Consultant, Ron West and Associates. November 16, 2006.
10. Curtis Nelson, Hearthstone Builders, Inc. November 17, 2006.

#### Members of the Public

11. Nancy Silva Bucholtz, owner of property at 1424 E. Stuhr Road. November 13, 2006.
12. Debbie Allan, Newman Planning Commission, Administrative Clerk, Stanislaus County Library. November 22, 2006.

*B. Public Hearing Comments*

**Planning Commission Public Hearing**

13. Ron West, Consultant, Ron West and Associates. November 16, 2006.
14. Jay Egy, Development Consultant. November 16, 2006.
15. Nancy Silva Bucholtz, owner of property at 1424 E. Stuhr Road. November 16, 2006.

## 5 COMMENTS AND RESPONSES

This chapter includes a reproduction of, and responses to, each letter received during the public review period. Each letter is reproduced in its entirety, and is immediately followed by responses to the comments in it. Letters are categorized by type of commentor, with State and regional agencies first, businesses second, written comments from members of the public third, and oral comments last. Within each category, letters are arranged by order received. Each comment and response is labeled with a reference number in the margin.

Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response requires revisions to the Draft EIR, these revisions are shown in Chapter 3 of this Final EIR.

**DEPARTMENT OF WATER RESOURCES**

1416 NINTH STREET, P.O. BOX 942836  
SACRAMENTO, CA 942360001  
(916) 653-5791



October 10, 2006

Michael Holland  
City of Newman  
Post Office Box 787  
Newman, California 95360

City of Newman, General Plan Update  
State Clearinghouse (SCH) Number: 2006072025

The project corresponding to the subject SCH identification number has come to our attention. The limited project description suggests your project may be an encroachment on the State Adopted Plan of Flood Control. You may refer to the California Code of Regulations, Title 23 and Designated Floodway maps at <http://recbd.ca.gov/>. Please be advised that your county office also has copies of the Board's designated floodways for your review. If indeed your project encroaches on an adopted food control plan, you will need to obtain an encroachment permit from the Reclamation Board prior to initiating any activities. The attached Fact Sheet explains the permitting process. Please note that the permitting process may take as much as 45 to 60 days to process. Also note that a condition of the permit requires the securing all of the appropriate additional permits before initiating work. This information is provided so that you may plan accordingly.

If after careful evaluation, it is your assessment that your project is not within the authority of the Reclamation Board, you may disregard this notice. For further information, please contact Sam Brandon of my staff at (916) 574-0651.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Mirmazaheri".

Mike Mirmazaheri, Chief  
Floodway Protection Section

cc: Governor's Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

## Encroachment Permits Fact Sheet

### **Basis for Authority**

State law (Water Code Sections 8534, 8608, 8609, and 8710 – 8723) tasks the Reclamation Board with enforcing appropriate standards for the construction, maintenance, and protection of adopted flood control plans. Regulations implementing these directives are found in California Code of Regulations (CCR) Title 23, Division 1.

### **Area of Reclamation Board Jurisdiction**

The adopted plan of flood control under the jurisdiction and authority of the Reclamation Board includes the Sacramento and San Joaquin Rivers and their tributaries and distributaries and the designated floodways.

Streams regulated by the Reclamation Board can be found in Title 23 Section 112. Information on designated floodways can be found on the Reclamation Board's website at [http://recbd.ca.gov/designated\\_floodway/](http://recbd.ca.gov/designated_floodway/) and CCR Title 23 Sections 101 - 107.

### **Regulatory Process**

The Reclamation Board ensures the integrity of the flood control system through a permit process (Water Code Section 8710). A permit must be obtained prior to initiating any activity, including excavation and construction, removal or planting of landscaping within floodways, levees, and 10 feet landward of the landside levee toes. Additionally, activities located outside of the adopted plan of flood control but which may foreseeable interfere with the functioning or operation of the plan of flood control is also subject to a permit of the Reclamation Board.

Details regarding the permitting process and the regulations can be found on the Reclamation Board's website at <http://recbd.ca.gov/> under "Frequently Asked Questions" and "Regulations," respectively. The application form and the accompanying environmental questionnaire can be found on the Reclamation Board's website at <http://recbd.ca.gov/forms.cfm>.

### **Application Review Process**

Applications when deemed complete will undergo technical and environmental review by Reclamation Board and/or Department of Water Resources staff.

### Technical Review

A technical review is conducted of the application to ensure consistency with the regulatory standards designed to ensure the function and structural integrity of the adopted plan of flood control for the protection of public welfare and safety. Standards and permitted uses of designated floodways are found in CCR Title 23 Sections 107 and Article 8 (Sections 111 to 137). The permit contains 12 standard conditions and additional special conditions may be placed on the permit as the situation warrants. Special conditions, for example, may include mitigation for the hydraulic impacts of the project by reducing or eliminating the additional flood risk to third parties that may caused by the project.

Additional information may be requested in support of the technical review of

your application pursuant to CCR Title 23 Section 8(b)(4). This information may include but not limited to geotechnical exploration, soil testing, hydraulic or sediment transport studies, and other analyses may be required at any time prior to a determination on the application.

#### Environmental Review

A determination on an encroachment application is a discretionary action by the Reclamation Board and its staff and subject to the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq.). Additional environmental considerations are placed on the issuance of the encroachment permit by Water Code Section 8608 and the corresponding implementing regulations (California Code of Regulations – CCR Title 23 Sections 10 and 16).

In most cases, the Reclamation Board will be assuming the role of a “responsible agency” within the meaning of CEQA. In these situations, the application must include a certified CEQA document by the “lead agency” [CCR Title 23 Section 8(b)(2)]. We emphasize that such a document must include within its project description and environmental assessment of the activities for which are being considered under the permit.

Encroachment applications will also undergo a review by an interagency Environmental Review Committee (ERC) pursuant to CCR Title 23 Section 10. Review of your application will be facilitated by providing as much additional environmental information as pertinent and available to the applicant at the time of submission of the encroachment application.

These additional documentations may include the following documentation:

- California Department of Fish and Game Streambed Alteration Notification (<http://www.dfg.ca.gov/1600/>),
- Clean Water Act Section 404 applications, and Rivers and Harbors Section 10 application (US Army Corp of Engineers),
- Clean Water Act Section 401 Water Quality Certification, and
- corresponding determinations by the respective regulatory agencies to the aforementioned applications, including Biological Opinions, if available at the time of submission of your application.

The submission of this information, if pertinent to your application, will expedite review and prevent overlapping requirements. This information should be made available as a supplement to your application as it becomes available. Transmittal information should reference the application number provided by the Reclamation Board.

In some limited situations, such as for minor projects, there may be no other agency with approval authority over the project, other than the encroachment permit by Reclamation Board. In these limited instances, the Reclamation Board

may choose to serve as the "lead agency" within the meaning of CEQA and in most cases the projects are of such a nature that a categorical or statutory exemption will apply. The Reclamation Board cannot invest staff resources to prepare complex environmental documentation.

Additional information may be requested in support of the environmental review of your application pursuant to CCR Title 23 Section 8(b)(4). This information may include biological surveys or other environmental surveys and may be required at anytime prior to a determination on the application.

**LETTER 1: Mike Mirmazaheri, Chief, Floodway Protection Section, Department of Water Resources, State of California - The Resources Agency. October 10, 2006.**

1-1: This comment states the General Plan may be an encroachment on the State Adopted Plan of Flood Control. This plan outlines specific areas as designated floodways, where permits are required for changes in land use and development.

Upon examination of the designated floodways maps, it was determined that the very eastern edge of the Planning Area, outside the SOI, is within a designated floodway for the San Joaquin River. However, all of the land in the designated floodway is designated for agricultural use in the proposed Newman General Plan.

The Department of Water Resources states that a permit is required for projects in the floodway meeting the following description: “Any project that proposes to work in a regulated stream, designated floodway on federal flood control project levee slopes or within 10 feet of the levee toe. Such activities might include but are not limited to: boat docks, ramps, bridges, sand and gravel mining, placement of fill, fences, landscaping and irrigation facilities.”<sup>1</sup>

The proposed General Plan does not constitute a change in land use or initiation of a project which would encroach on an adopted flood control plan in the floodplain. Individual agricultural projects in the designated floodplain may require obtaining permits from the Department of Water Resources if the project encroaches on an adopted flood control plan. However, the SOI and development anticipated by the proposed General Plan do not encroach on the adopted flood control plan, and no change to the Draft EIR is required.

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<sup>1</sup> California Department of Water Resources. <http://recbd.ca.gov/faq.cfm>, accessed January 2, 2007.

CITY OF NEWMAN  
GENERAL PLAN FINAL EIR  
COMMENTS AND RESPONSES

- 1-2: This comment gives information on permits required for encroachment on floodplains. No response is necessary.



DEPARTMENT OF PUBLIC WORKS  
Road Division

Paul A. Fillebrown  
Director

345 West 7th Street  
Merced, CA 95340  
Phone: (209) 385-7601  
Fax: (209) 722-7690  
www.co.merced.ca.us

Equal Opportunity Employer



November 2, 2006

Michael Holland  
City of Newman  
P.O. Box 787  
Newman, CA 95360

Subject: Newman General Plan Update

Dear Mr. Holland:

We have briefly reviewed the proposed update to the City of Newman General Plan and the associated Draft EIR. On July 18, 2006, our office submitted a response to the Notice of Preparation for the Draft EIR. However, our comments do not appear to be acknowledged in the Draft EIR or the proposed General Plan. Attached is a copy of our response letter.

We have the following comments on the Draft EIR and the proposed General Plan:

1. The Traffic Study and the Draft EIR need to address potential impacts to Canal School Road between State Route 33 and Brazo Road. The DEIR states that Canal School Road between Inyo Street and Brazo Road is anticipated to operate at LOS F with the build-out of the General Plan. What happens between Brazo Road and SR 33?
2. The intersection of Canal School Road and SR 33 is a critical location that needs to be analyzed. This intersection is extremely skewed and the additional traffic generated by implementation of the proposed General Plan is anticipated to significantly impact this intersection.
3. The bridge on Canal School Road over the Newman Wasteway is currently adequate for existing traffic volumes. However, we anticipate that widening of this structure will be necessary as a result of the implementation of the General Plan. The widening and possible replacement of this structure needs to be included in a fee structure charged to development occurring in Newman.
4. Whitworth Road in Merced County becomes Upper Road in Stanislaus County. We believe that Whitworth Road will be significantly impacted by the implementation of the Newman General Plan. This road needs to be analyzed in the traffic analysis.
5. Prince Road between Sanches Road and the City of Newman is likely to experience a significant increase in traffic. This road connects to the center of Newman and, in some places, is designated as a 4-lane arterial. This road

2-1

2-2

2-3

2-4

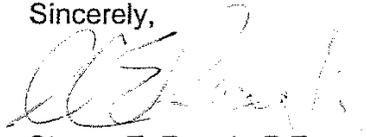
2-5

segment needs to be further analyzed.

6. The Draft EIR identified 49 intersections requiring signalization. At least 3 of these intersections are located in Merced County. However, the traffic analysis included in Appendix B is incomplete and we cannot confirm the need for these improvements. Please provide a more complete traffic analysis report for our review. 2-6
7. The traffic analysis includes a trip generation table, but does not indicate trip distributions or anticipated traffic volumes or analysis reports at the study intersections. Please provide supplemental information for our review. 2-7
8. Only 10 study intersections have been identified. Yet 49 intersections have been identified as needing signalization. Were all 49 intersections studied? 2-8
9. The mitigation measures do not reflect the need for the improvements identified in the traffic analysis. Are these improvements mitigation measures? Or, are these improvements considered to be part of the project description? The proposed signalized intersections do not appear to be listed in Section 3 of the Draft EIR as part of the project description. Improvements to Canal School Road and Brazo Road to improve to Arterial Status are not included in the description. 2-9
10. Mitigation measures to minimize impacts to Merced County roadways need to be specifically identified in the Draft EIR. CEQA does allow for mitigation for improvements in other jurisdictions. 2-10
11. Merced County is a Responsible Agency under CEQA for improvements to Merced County roadways to implement this project. The Merced County Department of Public Works will work with the City of Newman to permit improvements to Merced County roadways as may be necessary to support the implementation of the City of Newman General Plan. 2-11

If you have any additional questions, please call me or e-mail me at [srough@co.merced.ca.us](mailto:srough@co.merced.ca.us).

Sincerely,



Steven E. Rough, P.E.  
Supervising Engineer

SER:krm

cc: Bill Nicholson, Merced County Planning  
Ken Anderson, KD Anderson & Associates  
Design, Community & Environment

**LETTER 2: Steven E. Rough, P.E., Supervising Engineer, Merced County Department of Public Works, Road Division. November 2, 2006.**

2-1: This comment states that the Traffic Study and Draft EIR need to address potential impacts to Canal School Road between Highway 33 and Brazo Road, given that the projected Level of Service of Canal School north of Brazo Road is F. Canal School Road, Brazo Road and Sanchez Road will link the new western development areas of Newman with planned industrial areas along Hills Ferry Road. Canal School Road will also be used for inter-regional travel by linking Hills Ferry Road and Highway 33. As shown in the revised Table 4.13-5 in Chapter 3 of this Final EIR, the volume of traffic on Canal School Road south of Brazo Road is forecasted at approximately 6,600 Average Daily Traffic (ADT), which equates to a Level of Service A. In addition, the segment of Canal School Road between Hills Ferry Road and Brazo Road will be modified in the proposed General Plan to be a four lane arterial, which will result in LOS A along this segment. This is reflected in Chapter 3 of this Final EIR.

2-2: This comment states that the intersection of Canal School Road and Highway 33 is a critical location that needs to be analyzed. The comment also states that additional traffic generated by implementation of the proposed General Plan is anticipated to significantly impact this intersection. Canal School Road approaches Highway 33 at an angle of approximately 20 degrees as it crosses the adjoining railroad tracks.

As discussed in the response to Comment 2-1, the projected volume of traffic on Canal School Road between Brazo Road and Sanchez road is 6,600 ADT. While the model does not go south of Sanchez Road, the volume of traffic would not increase significantly between Sanchez Road and Highway 33 and therefore traffic volumes coming from Newman would not, in and of it self, reduce the LOS of this

intersection to an unacceptable level, thereby necessitating improvement to this intersection as a result of the proposed General Plan.

However, it is recognized that the existing geometry of this intersection could be improved. A more conventional configuration would relocate the approach to the north to create an intersection with an approach that is nearly 90 degrees. Such relocation would require acquisition of right-of-way and construction of a new railroad crossing.

Recognizing that the current geometry of the intersection could be improved, Policy TC-5.2 in the proposed General Plan states that the City will work with Merced County on roadway improvements. To make it clear that the City will work with Merced County on improvements to Highway 33 north of Canal School Road, and Canal School Road in Merced County, the text of Policy TC-5.2, in the proposed General Plan, will be modified to say “The City shall continue to maintain formal and informal lines of communication between adjacent jurisdictions to ensure cooperation in the development of transportation systems that cross jurisdictional boundaries. In particular, the City will work with Merced County to develop improvements to Canal School Road, Brazo Road and Highway 33 north of its intersection with Canal School Road. Potential intersection improvements specifically include signalization of the intersections of Highway 33 and Brazo Road, Brazo Road and Canal School Road, Highway 33 and Sanchez Road and Sanchez Road and Canal School Road. Potential roadway improvements specifically include development of Brazo Road and Canal School Road into arterial roads in Merced County.”

- 2-3: This comment states that the widening and possible replacement of the bridge on Canal School Road over the Newman Wasteway needs to be included in a fee structure charged to development occurring in Newman. The projected ADT and level of service on Canal School

Road between Brazo Road and Sanchez Road do not, by themselves, indicate a need to upgrade this bridge due to the growth resulting from the proposed General Plan. No additional change to the EIR is required.

- 2-4: This comment expresses a need to analyze Whitworth Road in the traffic analysis. Whitworth Road is the southerly extension of Upper Road in the City of Newman and continues through Merced County to an intersection on Highway 140 west of Newman and then south to Santa Nella. As shown in the revised Table 4.13-5 in Chapter 3 of this Final EIR, the Newman traffic model forecasted that Upper Road would carry 6,900 ADT at the Merced County line, which equates to LOS A.
- 2-5: This comment states that Prince Street, between Sanches Road and the City of Newman, needs further analysis. Traffic volumes were forecast for Prince Street in the Draft EIR in Table 4.13-5 on page 4.13-17, and Levels of Service were identified. The Draft EIR notes that the volume of traffic on Prince Street will vary over its length. The portion of Prince Street between Inyo Avenue and Canyon Creek Drive is expected to carry volumes that are indicative of the need for a four-lane road. The proposed General Plan therefore includes this segment as a four lane arterial. Traffic volume south of Canyon Creek Drive to the Shiells Road extension is forecast to carry 9,800 ADT, while south of Shiells Road, between Shiells Road and Hallowell/Sanches Road, the volume is forecast at 1,000 ADT. These projected traffic volumes equate to an LOS of A.
- 2-6: This comment states that the traffic analysis included in Appendix B of the Draft EIR is incomplete to allow for assessment of the need for signalization. As noted on page 4.13-29 in the Draft EIR, the need for signalization at General Plan Buildout was based on consideration of total daily intersection approach volumes within the context of Caltrans warrants based on daily volume (Figure 4c-103 of the

California MUTCD). The Draft EIR assumed that intersections projected to have daily volumes on all legs totaling more than 24,000 ADT, with at least 3,000 ADT on each leg, could eventually warrant signalization. Using this methodology, forty nine intersections were identified as requiring signalization with buildout of the proposed General Plan. These intersections are shown in Table 4.13-8 of the Draft EIR. Of these 49, four intersections were identified in Merced County reaching this volume level, and requiring eventual signalization. These intersections are:

- ◆ Highway 33/Brazo Road: sum of leg volumes 50,600 ADT
- ◆ Brazo Road/Canal School Road: sum of leg volumes 31,000 ADT
- ◆ Highway 33/Sanchez Road: sum of leg volumes 51,000 ADT
- ◆ Sanchez Road/Canal School Road: sum of leg volumes 14,600

While the Sanchez Road/Canal School Road intersection is projected to carry volumes below the 24,000 ADT threshold with buildout of the proposed General Plan, it was included as an intersection requiring signalization due to its location on a prominent regional route.

- 2-7: This comment states that the traffic analysis includes a trip generation table, but does not indicate trip distributions or anticipated traffic volumes or analysis reports at the study intersections. The Level of Service worksheets for the study intersections are included in Appendix B of this Final EIR as an addendum. These worksheets include AM and PM traffic volume forecasts for the study intersections. However, intersections subject to peak hour analysis did not include locations in Merced County.
- 2-8: Please see response in 1-6.
- 2-9: This comment states that the mitigation measures in the Draft EIR do not reflect the need for improvements in the traffic analysis, and asks whether the improvements are mitigation measures or whether they are improvements that should be included within the project

description. The comment also states that the development of Canal School Road and Brazo Road into arterials is not listed as an improvement in the Project Description in the Draft EIR. The improvements to the intersections in Table 4.13-6 in Chapter 4.13 of the Draft EIR are identified as additional improvements necessary for buildout of the proposed General Plan and are not mitigation measures. To clarify this, Table 4.13-6 of the EIR will be added to the Circulation Element of the proposed General Plan and the Project Description of the Draft EIR is revised on this Final EIR to make it clear that these intersections are included.

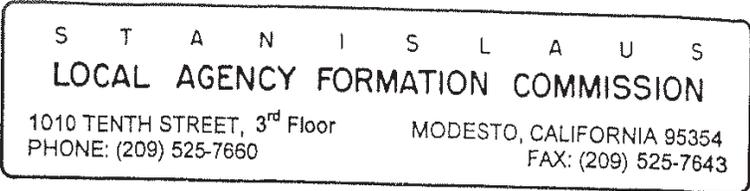
The development of Brazo Road into a two lane arterial between Highway 33 and Canal School Road and the improvement of Canal School Road into a four lane arterial between Hills Ferry Road and Brazo Road are not mitigation measures, but improvements. These improvements are shown on Figure 3.6 of the Draft EIR. The improvement of Brazo Road School Road into an arterial is also shown in Figure 3-7 of the Draft EIR as improvement number 9 and discussed on page 3-23. To clarify that the proposed South Parkway includes a westerly extension of the Brazo Road to Highway 33, the language in the Draft EIR has been modified, as reflected in Chapter 3 of this Final EIR. This change will also be made in the proposed General Plan.

While the improvement of Canal School Road into a four lane arterial north of Brazo Road is shown in the Circulation Plan (Figure 3-6), this improvement is not listed in Figure 3-7 or discussed as an improvement on page 3-23. To clarify that this is an improvement, the language in the Draft EIR has been modified, as reflected in Chapter 3 of this Final EIR. This change will also be made in the proposed General Plan.

- 2-10: This comment states that mitigation measures to minimize impacts to Merced County roadways need to be specifically identified in the Draft EIR.

The Draft EIR did not identify impacts to any roadway impacts in Merced County, except for Canal School Road, between Inyo Road Brazo Road, and the four intersections discussed in Comment 2-6. As noted in Comment 2-1, Canal School Road will be changed to a four lane arterial between Hills Ferry Road and Brazo Road in the proposed General Plan, resulting in an LOS of A. The impacts to the four identified intersections that are projected to need signalization are addressed by Policy TC-5.2, which will be updated in the General Plan, as noted in Comment 2-2. However, because these intersections are outside of the City's authority to impose mitigations and funding mechanisms are not place to improve these roadways, and the Draft EIR determined that impacts at these intersection impacts would remain significant and unavoidable.

- 2-11: This comment states that Merced County is a Responsible Agency under CEQA for improvements to Merced County Roadways to implement this project. It is acknowledged that encroachment permits would be required for work within the State right-of-way (Caltrans) or on Merced County Roads (Merced County Department of Public Works).



November 6, 2006

Michael Holland, City Manager/Community Development Director  
City of Newman  
1162 Main Street  
Newman, CA 95360

SUBJECT: Public Review Draft Environmental Impact Report (EIR) for the City of Newman  
2030 General Plan Update

Dear Mr. Holland:

Thank you for the opportunity to review the Public Review Draft Environmental Impact Report (EIR) for the City's 2030 General Plan Update. The following comments are provided for the City's consideration, as Lead Agency in the preparation of the EIR.

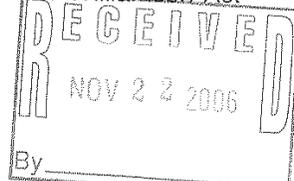
General Comments

- Page 3-3 1<sup>st</sup> paragraph, last sentence should read: "The SOI is adopted by the Stanislaus Local Agency Formation Commission (LAFCO)." 3-1
- 2<sup>nd</sup> paragraph, first sentence should read: "In addition to the SOI, the Stanislaus LAFCO ...". 3-2
- Page 4.12-8 Top of page indicates the following: "The County has mutual aid agreements with the City of Tracy in San Joaquin County." Please clarify. 3-3

Agricultural Resources

One of LAFCO's main charges, as put forth by the Legislature, is to protect and promote agriculture. The proposed General Plan study area includes prime farmland and several lands under Williamson Act contracts. The Williamson Act is considered a mechanism to preserve agricultural land both in the short and long term. The redesignation of land to other than Agriculture on an agency's general plan tends to prematurely cease the use of the land for agricultural purposes. The EIR should discuss the location of these lands as it relates to possible phasing, general plan policies, development, and financing scenarios which would preserve the agricultural viability of this land as long as possible. 3-4

In addition, the territory proposed for inclusion in the City's Primary Area Sphere of Influence includes land under Williamson Act Contracts. Government Code Section 56426.5 prohibits LAFCO from approving a change to the sphere of influence if that territory is subject to a Williamson Act Contract unless it makes certain findings. However, pursuant to Government Code Section 56426.5(c)(3), this section of the law does not apply to the parcels under Williamson Act Contract for which a Notice of Non-renewal has been filed. 3-5



Hydrology and Water Quality

Page 4.8-13, b. Drainage and Stormwater Disposal. This section includes a discussion that additional development and related construction activities allowed by the proposed General Plan Update could affect the drainage system in the Newman area with increased runoff, resulting in the need for more drainage capacity and additional monitoring.

The Newman Drainage District is an Independent Special District which operates agricultural sub-surface drains to lower the water table within the Newman area. It is suggested that this section include a discussion on the Newman Drainage District, as recently a portion of the District's territory was annexed to the City of Newman. In addition, a portion of the City's sphere of Influence overlaps the District's boundaries, which anticipates residential growth, and can impact the services of the District.

3-6

Before future annexations occur within the District's boundaries, mitigation measures to protect the underground infrastructure would be necessary, unless the District determines abandonment of the facilities can occur without affecting the remaining drainage systems and the territory can be detached from the District. Ideally, when territory to be developed is annexed to the City of Newman, it would be simultaneously detached from a District (i.e., a LAFCO reorganization action), of the services provided by the District are no longer required. However, if a District's services are still required, detachment would not take place. Recent annexations to the City of Newman have not included detachment from the Newman Drainage District, resulting in urbanized development in the proximity of the District's infrastructure.

Utilities – Wastewater

It is indicated on page 4.14-9, that the City's Wastewater Treatment Plant Facility, is currently at capacity and that when all approved subdivisions are built, the projected operational capacity will be slightly exceeded. The document also indicates that the current capacity of the wastewater treatment plant is a major factor limiting growth in Newman, and that the City Council will not grant additional entitlements or annex additional lands until a sewer treatment plan for additional wastewater facilities is approved.

3-7

The Final EIR should discuss what specific measures will be implemented to improve and/or maintain the current level of services prior to expansion of the City's boundaries. This information can also be utilized to prepare the "Plan for Services" required by LAFCO policy and State Law (Government Code Section 56653), which requires information on the present and future level of services, and evidence that the annexing agency can at least maintain the current level of public services already provided within its boundaries.

Sphere of Influence

Government Code Section 56076 defines a sphere of influence as "a plan for the probable physical boundaries and service area of a local agency, as determined by the commission". It is an area within which a city or district may expand, over an undefined period of time, through the annexation process. In simple terms, a sphere of influence is a planning boundary within which a city or district is expected to grow at some future time.

3-8

SUBJECT: Draft EIR – Newman 2030 General Plan Update  
Page 3

LAFCO will designate a Sphere of Influence line for each local agency that represents the agency's probable physical boundary and includes territory eligible for annexation and the extension of that agency's services within a zero to twenty-year period. LAFCO shall also designate a Primary Area line for a local agency, which represents the agency's short-term growth area. Areas within an adopted Primary Area shall be eligible for annexation and extension of urban services within a zero to ten-year period.

Territory not in need of urban services, including open space, agriculture, non-contested, or contested and not upheld Williamson Act contracted lands, shall not be assigned to an agency's sphere of influence, unless the area's exclusion would impede the planned orderly and efficient development of this area.

The expansion of the sphere of influence triggers a requirement for City of Newman representatives to meet with the County to discuss the proposed sphere and explore methods to reach agreement on its boundaries, development standards, and zoning requirements within the sphere (Government Code Section 56425). If an agreement is reached, LAFCO is required to give great weight to that agreement in the consideration of any proposed sphere of influence. If no agreement is reached, an application may be submitted to the Commission and the Commission shall consider a sphere of influence for the City consistent with the policies adopted by the Commission.

#### Municipal Service Review

In accordance with adopted Commission policies and Government Code Sections 56425 and 56430, when updating a sphere of influence, a Municipal Service Review (MSR) must be prepared. Although the MSR may be prepared before the Commission's consideration of a Sphere of Influence expansion, the EIR should include the preparation of the informational study as it relates to the overall General Plan update.

Government Code Section 56430 outlines the factors which must be addressed and a written statement of the Commission's determinations prepared in determining a SOI. In addition, since there are special districts (e.g., Newman Drainage District, Westside Community Hospital District, Central California Irrigation District, Turlock Mosquito Abatement District, and the West Stanislaus Fire Protection District), which provide public services within the boundaries of the proposed SOI, the Municipal Service Review must include a review of these affected agencies.

In conducting the review of the City's Sphere of Influence update, the Commission will need certain information from the City in order to prepare its written determinations, as outlined in Government Code Sections 56425 and 56430.

It is the intent of the Commission to use existing documents and information and not to require any new studies to be prepared. Therefore, a logical time to conduct the Municipal Service Review and Sphere of Influence (SOI) update would be upon a request by the City to expand their existing SOI to accommodate a proposed development project or after the City prepares, updates, or adopts new planning documents, such as a general plan or master facility plans.

3-8

3-9

SUBJECT: Draft EIR – Newman 2030 General Plan Update  
Page 4

The preparation of the Municipal Service Review is considered to be a project under CEQA and maybe exempt under Section 15262 of the CEQA Guidelines as feasibility and planning study, as the City, as Lead Agency, anticipated and included the expansion of the SOI and ultimate development in this EIR.

In order to meet the State mandated timeframe for completing the Municipal Service Review and the review of Newman's Sphere of Influence, I would like to meet with City staff to discuss an approach and timeline for completing the Municipal Service Review which meets the needs of both LAFCO and the City of Newman.

The Commission has encouraged cities during their general plan update process to schedule a presentation before the Commission. In the past, this has been valuable in obtaining the Commission's comments prior to finalizing any general plan policies relating to the sphere of influence and annexation, as well as, developing a proposed sphere of influence boundary line for the Commission's consideration. If you would like to meet to discuss this matter further and a possible schedule for a presentation before the Commission, please call me at your earliest convenience.

Should you have any questions regarding the above comments, please feel free to contact me at (209) 525-7660.

Sincerely,



Marjorie Blom  
Executive Officer

(I:\BLOM\ERC\Newman.GPDEIR)

**LETTER 3: Marjorie Blom, Executive Officer, Local Agency Formation Commission. November 6, 2006.**

- 3-1: This comment requests a correction to the Draft EIR in the change of the name of “county’s Local Agency Formation Commission” to “Stanislaus Local Agency Formation Commission” on page 3-3 of the Draft EIR. In response to this comment, the language has been modified, as reflected in Chapter 3 of this Final EIR. This additional language does not affect the EIR’s overall findings.
- 3-2: This comment requests a correction to the Draft EIR in the change of the name of from “Stanislaus County LAFCO” to “Stanislaus LAFCO” on page 3-3 of the Draft EIR. In response to this comment, the language has been modified, as reflected in Chapter 3 of this Final EIR. This additional language does not affect the EIR’s overall findings.
- 3-3: This comment requests a clarification as to the “mutual aid agreements” between Stanislaus County and the City of Tracy, as stated on page 4.12-8 of the Draft EIR. Per conversation with Dave Brammell, the Fire Chief for the City of Tracy, there is no written mutual aid agreement between the City of Tracy and Stanislaus County. However, there is an understanding that mutual aid will be shared between the two districts, and mutual aid has been occurring and will continue to occur between the two districts. In response to this comment, the language will be modified to reflect this reality and a footnote will be added, as reflected in Chapter 3 of the Final EIR.
- 3-4: This comment states that the Draft EIR should discuss the preservation of agricultural uses on Williamson Act lands. The Draft EIR adequately addresses this issue on page 4.2-13. No further response is necessary.

- 3-5: This comment states the Stanislaus LAFCO cannot approve the City's proposed changes to its SOI if the area includes lands under a Williamson Act contract. As shown in Figure 4.2-3 of the Draft EIR, there are three properties within the proposed expansion of the SOI that are under Williamson Act contracts. These three properties are located just north of Hallowell Road and abut the southernmost boundary of the proposed SOI.

Government Code Section 56426.5 allows LAFCO to approve a change to the SOI when the area includes land under a Williamson Act contract if certain findings can be made. One of the findings that can be made is that "the change would facilitate planned, orderly and efficient patterns of land use or provision of services, and the public interest in the change substantially outweighs the public interest in the current continuation of the contract beyond its current expiration date." Because the proposed General Plan provides for the planned, orderly and efficient use of land, requiring the development of master plans prior to the development of most of the non-urbanized within the proposed SOI, and because there is public interest to create a logical clearly-defined southern boundary to the City that does not create small islands of agricultural land, LAFCO could make the finding necessary to approve the proposed expanded SOI. As a result, no additional change is needed to the proposed General Plan and to the Draft EIR.

- 3-6: This comment suggests including a discussion of the Newman Drainage District and potential mitigation to subsurface draining of the water table upon annexation of the SOI. Within the City's proposed SOI, the Newman Drainage District maintains a tile drainage system. The Draft EIR discusses tile drainage on page 4.8-13 and specifically notes Policy PSF-6.2, which states that parks and greenbelts shall be developed above those portions of the tile drain system that are within developed areas, or areas to be developed. However, to further encourage the preservation and maintenance of the Newman

Drainage District, an additional policy from the existing General Plan will be carried over to the proposed General Plan. This policy, which will be Policy PFS-6.3 in the revised Draft General Plan, will state that “Urban development within the boundaries of the Newman Drainage District shall be required to relocate existing District pipelines or provide replacement pipelines as needed to ensure the continued operation of the District’s drainage system and to provide for safe soil conditions for the proposed development project.” As a result of the addition of this policy, the language in the Draft EIR has been modified, as reflected in Chapter 3 of this Final EIR. This change does not affect the EIR’s overall findings.

- 3-7: This comment requests a discussion of specific measures to improve and/or maintain service of the City’s Wastewater Treatment Plant Facility. The Draft EIR is a programmatic-level EIR that analyzes the impacts of the proposed General Plan. Once the General Plan is adopted, as part of implementation, specific improvements necessary to provide adequate sewer service will be determined through specific engineering studies. Since this level of planning was outside the scope of the proposed General Plan, the Draft EIR does not include an analysis of specifically needed improvements to the waste water system. The proposed General Plan does, however, include policies to ensure that adequate wastewater facilities are provided for existing and planned new development.

Recognizing the need to upgrade its wastewater treatment facilities, the City also has already authorized the design and engineering of a storage facility to increase capacity of its wastewater treatment facility up to its permitted 1.69 million gallons per day. Additionally, the City has authorized a series of water and wastewater studies and master plans to identify additional necessary improvements to meet anticipated future needs. No additional changes to the Draft EIR are necessary.

- 3-8: This comment clarifies LAFCO's policies and process to designate an expanded SOI. No response is necessary.
- 3-9: This comment clarifies LAFCO's policies surrounding updating a SOI, and the requirements for a Municipal Service Review (MSR). Because the EIR for a proposed General Plan is often used to address the CEQA requirements for the subsequent Municipal Service Review, the Project Description in the Draft EIR is being modified in this Final EIR to reflect the potential use of this EIR for adoption of the Municipal Service Review. This additional language to the Draft EIR is reflected in Chapter 3 of this Final EIR

**DEPARTMENT OF TRANSPORTATION**

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



*Flex your power!  
Be energy efficient!*

November 16, 2006

**10-STA-33-PM- Various  
General Plan Update for  
City Of Newman  
SCH # 2006072025**

Michael Holland  
City Of Newman  
P.O. Box 787  
Newman, CA 95360

Dear Mr. Holland :

Thank you for the opportunity to review the Newman 2030 General Plan EIR . This project has been prepared to provide an assessment of the potential environmental consequences of adoption and implementation of the proposed City of Newman General Plan. This evaluation is designed to inform City of Newman decision makers, other responsible agencies and the public at large of the nature of the General Plan and its effect on the environment This EIR has been prepared in accordance with and in fulfillment of California Environmental Quality Act requirements. The City of Newman is the Lead Agencies for the project.

We have circulated copies of the application, plans, and supporting documentation to our functional units for review. Caltrans has the following comments:

1. Please provide the results of the analysis (i.e Synchro).
2. Caltrans will provide additional comments once the request is received.

If you have any questions or would like to discuss these comments in more detail, please contact Saeed Erfan at (209) 948-7936 (e-mail: [serfan@dot.ca.gov](mailto:serfan@dot.ca.gov)) or myself at (209) 941-1921. We look forward in continuing to work with you in a cooperative manner.

Sincerely,

A handwritten signature in black ink, appearing to read "Saeed", with a long horizontal flourish extending to the right.

**TOM DUMAS, Chief** *For*  
**Office of Intermodal Planning**

**Cc: Scott Morgan, SCH**

**LETTER 4: Tom Dumas, Chief, Office of Intermodal Planning, State of California Department of Transportation. November 16, 2006.**

- 4-1: This comment summarizes the purpose of the Final EIR, and asks for the results of the traffic analysis. The comment specifically refers to a traffic model called Synchro.

The analysis did not use a Synchro model. This planning level study made use of the intersection Level of Service analysis techniques contained in the 2000 Highway Capacity Manual, which are described in the Caltrans Guidelines for Traffic Impact Studies. This level of detail is appropriate for a General Plan Update, and LOS worksheets are included in Appendix B of the Draft EIR. Therefore, there are no additional model results that can be provided. No further response is necessary.



# San Joaquin Valley Air Pollution Control District

**NOV 17 2006**

Michael Holland  
City Manager  
City of Newman  
P. O. Box 787  
Newman, CA 95360

**Project:** Newman 2030 General Plan Update

**Subject:** CEQA comments regarding the Draft Environmental Impact Report for the General Plan Update

**District Reference No:** C200602280

Dear Mr. Holland:

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

### Findings of Significance

Upon review of the project and its alternatives, the District concurs with the Draft Environmental Impact Report (DEIR) that:

- Emissions resulting from the buildout of the General Plan will exceed the District's Thresholds of Significance for ROG and NOx;
- Despite describing all mitigation efforts to reduce air quality impacts, the document correctly specifies that such efforts may not reduce impacts to levels of insignificance. The District agrees that all mitigations included in the DEIR should be implemented to the extent specified to reduce air quality impacts.
- The No Project Alternative is the environmentally superior alternative. The Reduced Growth Alternative, although it may also have significant air impacts, would have a lesser effect on air quality than the proposed project;
- The Draft EIR appropriately addresses the project's potential impact on Air Quality. Development as a result of this project will be subject to District rules,

Seyed Sadredin  
Executive Director / Air Pollution Control Officer

Northern Region Office  
4800 Enterprise Way  
Modesto, CA 95356-8718  
(209) 557-6400 • FAX (209) 557-6475

Central Region Office  
1990 East Gettysburg Avenue  
Fresno, CA 93726-0244  
(559) 230-6000 • FAX (559) 230-6061  
[www.valleyair.org](http://www.valleyair.org)

Southern Region Office  
2700 M Street, Suite 275  
Bakersfield, CA 93301-2373  
(661) 326-6900 • FAX (661) 326-6985

Mr. James  
The Lakes Area Plan

Page 2

regulations, and permitting requirements as specific development occurs. The following rules will apply to future development: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters), and Rule 9510 (Indirect Source Review).

5-1

**Applicable District Rules**

As the General Plan is the blueprint for future growth in the City of Newman, it correctly provides a broad, generalized approach to the city's development. As indicated in the DEIR, project-specific impacts are not evaluated. Future development projects will require additional environmental review and may be subject to various District rules not identified above. To identify additional rules or regulations that apply to future projects, or for further information, applicants are strongly encouraged to contact the District's Small Business Assistance Office at (209) 557-6446. Current District rules can be found at [www.valleyair.org/rules/1ruleslist.htm](http://www.valleyair.org/rules/1ruleslist.htm).

5-2

**Recommended Mitigation Measures**

The District commends the applicant for implementing the emission reducing measures identified in Table 2-1, Summary of Impacts and Mitigation Measures. Implementing these measures, however, will not mitigate the air impacts to a less-than-significant level.

5-3

As individual future projects are identified, a variety of emission-reducing measures or off-site mitigation fee options, not identified in Table 2-1, may be available to mitigate emissions to a level of insignificance. For more information regarding these options, applicants may contact the District's CEQA/ISR Division at (559) 230-5800.

5-4

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Jessica Willis at (559) 230-5818 and provide the reference number at the top of this letter.

Sincerely,

David Warner  
Director of Permits Services

for Arnaud Marjollet  
Permit Services Manager

DW:jrw

cc: File

**LETTER 5: David Warner, Director of Permits Services, and Arnaud Marjollet, Permit Services Manager, San Joaquin Valley Air Pollution District. November 17, 2006.**

- 5-1: This comment expresses agreement with the Draft EIR in its analysis of impacts on air quality. No further response is necessary.
- 5-2: This comment expresses agreement with the Draft EIR in its generalized approach to the city's development. No further response is necessary.
- 5-3: This comment commends the Draft EIR for including the emission reducing measures identified in Table 2-1. No further response is necessary.
- 5-4: This comment suggests that there may be additional mitigation options that are not identified in Table 2-1. As noted in proposed General Plan Policies NR-4.1 through NR-4.3, the City will work closely with the San Joaquin Valley Air Pollution District in the future to mitigate development's potential effects on air quality. The comment does not question the adequacy of the Draft EIR, so no additional response is required.

**Letter 6: Mike Conley, Executive Vice President, Claremont Homes, Inc. October 24, 2006.**

Michael attached are some comments that Art and I put together on the public review DEIR. Upon our review please let me know if your want additional input.

Thanks, Mike



---

Michael W. Conley, Executive Vice President, Claremont Homes, Inc.; 194 Francisco Lane, Ste. 202,  
Fremont, CA 94539;  
Phone: (510) 623-6322; Fax: (510) 623-6324; Email: [mconley@claremonthomes.net](mailto:mconley@claremonthomes.net)

importance

iii. *Landscape and Streetscape*

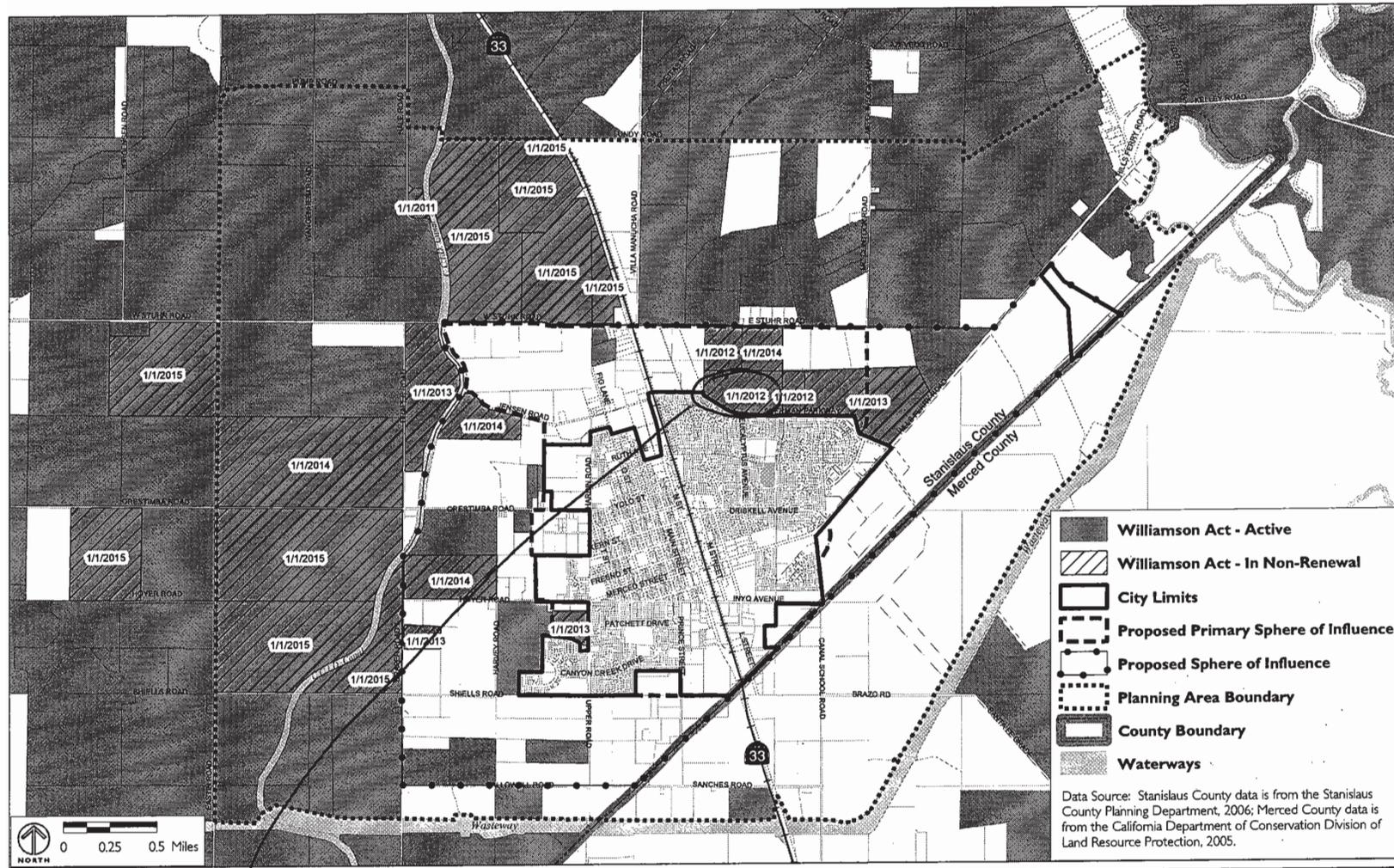
The proposed General Plan recognizes the important that trees, including native trees, and landscaping have on the visual integrity of Newman. One of the goals of the proposed General Plan Community Design Element (Goal CD-7) is to maintain and enhance the quality of Newman's landscape, streetscape and gateways. This goal is supported by several policies and actions, including Policies CD-7.1 and CD-7.2, which support the protection and enhancement of the existing tree canopy. The Community Design Element also contains a number of policies (Policies CD-7.3, CD-7.4, CD-7.5, CD-7.6, CD-7.7, CD-7.8,) that require the installation of new trees and landscaping in residential commercial and industrial development. Action CD-7.1 would direct the City to establish a tree planting program for the developed portions of the city. The Plan also contains Action CD-7.2 to develop and implement a streetscape and right-of-way improvement plan for Highway 33 consistent with the Highway 33 Specific Plan.

To encourage the use of native landscaping and trees, Policy NR-3.5 requires the City to use native plants in public projects and Policy NR-3.6 encourages the use of native vegetation in private new development.

As a result of these policies and actions, the proposed General Plan would improve the visual appearance of many of the city's roadways.

b. *Scenic Vistas*

As the surrounding agricultural lands greatly contribute to the visual character of Newman, the proposed General Plan contains numerous goals, policies and actions intended to protect these amenities into the future as growth occurs pursuant to the proposed General Plan. Goal NR-1 is to promote the continued productivity of agriculture and prevent the premature conversion of agricultural land to urban uses. To this end, Policy NR-1.3 states that the City will encourage surrounding agricultural land owners to enter into and maintain Williamson Act contracts and Policy NR-1.5 states that the City will minimize the creation of peninsulas of urban development that will adversely affect the viability of surrounding agricultural lands. Policy NR-1.7



The Williamson Act was protested and is to be cancelled upon annexation to the City.

FIGURE 4.2-3  
 LANDS UNDER WILLIAMSON ACT CONTRACTS

Can this language be softened —

The proposed General Plan includes the following policies and actions to mitigate potential incompatibilities between agricultural and urban uses.

- ◆ Policy NR-1.4 provides that new development at the edge of the city, including all Master Plan Subareas, shall minimize potential incompatibilities between agricultural and urban uses through the location of land uses, the layout of roads, parks and public facilities, density controls and transfers, and design guidelines for buildings and public and private improvements, as well as incorporating buffers that restrict uses adjacent to agricultural land.
- ◆ Policy NR-1.7 calls for the City to continue to enforce its right-to-farm ordinance.

possibly

6-3

Despite these policies, potential incompatibilities between agricultural and urban uses under the proposed General Plan could contribute to conversion of farmland to non-agricultural use and would be a *significant impact* on agricultural resources.

## 2. Cumulative Impacts

The California Department of Finance Demographic Research Unit forecasts that the Central Valley's population will more than double by the year 2040 to almost 10 million people. According to the American Farmland Trust, if current land use trends continue, nearly 900,000 acres of Central Valley farmland would be converted to urban uses and ranchette development, most of it high quality farmland, including nearly 40,000 acres in Stanislaus County.<sup>2</sup> On another 2 million or more acres, agriculture could be compromised by potential conflicts with nearby urban uses. The annual value of production capacity permanently lost to development is expected reach \$814 million by the year 2040, for a cumulative loss between now and then of around \$17.7 billion. Increasing land values affect the continued availability of farmland for agricultural production as the price of farmland is bid up above the amount growers can pay and still turn a profit from agriculture.

<sup>2</sup> American Farmland Trust website, accessed July 30, 2006.  
<http://www.farmland.org/reports/futureisnow/projections.html>

SOI from farmland to urban uses. Nearly all of the farmland that would be converted to urban uses in the city limits and proposed SOI is Prime Farmland and Unique Farmland.

A number of proposed General Plan policies and actions provide for the orderly conversion of farmland in the city and the proposed SOI, and the long-term preservation of farmland outside the SOI. The following are some of the goals, policies and actions included in the proposed General Plan:

- ◆ Goal NR-1 provides for the continued productivity of agricultural land surrounding Newman and avoiding premature conversion of farmland to urban uses.
- ◆ Policy NR-1.4 provides that new development at the edge of the city, including all Master Plan Subareas, shall minimize potential incompatibilities between agricultural and urban uses through the location of land uses, the layout of roads, parks and public facilities, density controls and transfers, design guidelines for buildings and public and private improvements, and possibly the use of buffers that restrict uses adjacent to agricultural land.
- ◆ Policy NR-1.7 calls for the City to continue to enforce its right-to-farm ordinance that protects owners of agricultural land at the urban fringe from unwarranted nuisance suits brought by surrounding landowners and provides for resolution of urban-agricultural disputes.
- ◆ Action NR-1.1 provides for the implementation of an Agricultural Mitigation Fee as a private, market-based approach to mitigate the loss of agricultural land. The mitigation fee would be used to acquire easement or fee interest in agricultural land that restricts the use to agricultural production in perpetuity.

These measures would reduce and partially offset farmland conversion impacts. Nonetheless, even with the mitigation fee, design provisions, agricultural buffer and right-to-farm ordinance included in the proposed General Plan, prime farmland, unique farmland and farmland of statewide importance would be converted to urban uses. Farmland conversion under the proposed General Plan would be a *significant impact*.

Can this language be softened - i.e. Cotton

The proposed General Plan would accommodate projected growth by allocating land for residential and commercial uses. Policy LU-2.6 states that the City would promote the development of more employment uses that improve the city's current jobs-housing imbalance. Policy 2.4 requires that no more than 50 percent of a Master Plan Area planned for residential uses can be developed until at least 50 percent of the area planned for business park uses is developed. The proposed General Plan is expected to have a beneficial impact on employment and job growth in Newman.

## 2. Cumulative Impact

As discussed above, the proposed General Plan includes policies to control and direct growth in a well-planned manner, and would improve jobs and housing opportunities in the community. As a result, there would not be a significant or unavoidable project-level impact. Growth would also occur outside of Newman, in other nearby cities within Stanislaus County. Stanislaus County and other incorporated jurisdictions are required by State law to use the General Plan process, as well as other planning processes, such as utility master plans, to plan for and control future growth. As a result, there would not be a cumulative impact associated with unplanned growth. With regards to the jobs/housing imbalance in Stanislaus County, the proposed General Plan would contribute to a positive improvement in the jobs/housing balance with the contribution of additional employment opportunities. As a result, the proposed General Plan would not contribute to a significant cumulative impact.

## E. Impacts and Mitigation Measures

Since no significant impacts were identified concerning housing and population as a result of the adoption and implementation of the proposed General Plan, no mitigation measures are required.

This is impossible -

I thought this was to be removed. Good way for nothing to happen.

6-5

VIPS (Volunteer in Police Services) program who volunteer or run errands, and sometimes do patrol services.<sup>2</sup>

The Police Department uses five patrol vehicles. There is one patrol beat for the entire city. Staffing is usually one officer per patrol car. The staffing ratio is 1.1 officers per 1000 residents, and the target staffing ratio is 2 officers per 1000 residents, indicating that the City is not meeting its target with current staffing levels.<sup>3</sup>

Calls are prioritized so that violent or emergency calls receive priority. The average response time for these priority calls is four minutes. There is no stated standard or policy for response time.<sup>4</sup> In 2004 there was one homicide, two robberies, 58 assaults, 49 burglaries, 131 larceny thefts and 37 car thefts.<sup>5</sup>

b. Stanislaus County Sheriff's Office

The West County Area Command of the Stanislaus County Sheriff's Office encompasses approximately 400 square miles from the north county line to the south county line, and west from Crows Landing Road to the west county line. The West County Area Command is home to the two incorporated cities of Patterson and Newman, and the three unincorporated communities of Westley, Grayson, and Crows Landing. The Patterson station serves as police headquarters for the City of Patterson, as well as the West County Area Command Sub-Station.

The unincorporated community of Crows Landing has a Sheriff's Department sub-station used by patrol deputies and volunteer staff. In addition, one

<sup>2</sup> Michael Brady, Chief, Newman Police Department. Personal communication with Michael Brilliot, DC&E. May 4, 2005.

<sup>3</sup> Michael Brady, Chief, Newman Police Department. Personal communication with Michael Brilliot, DC&E. May 4, 2005.

<sup>4</sup> Michael Brady, Chief, Newman Police Department. Personal communication with Allegra Churchill, DC&E. May 4, 2005.

<sup>5</sup> Marge Ramirez, Crime Analyst, Stanislaus County Sheriff's Department. Personal communication with Michael Brilliot, DC&E. May 20, 2005.

*1/1000 is typical*

*How is this justified?*

*Art said -*

*As CM -*

*this will be a huge "budget"*

*buster - -*

*I would re think this.*

deputy is assigned to the unincorporated community of Westley and another deputy, commonly referred to as the "five-beat deputy", patrols the remainder of the unincorporated areas in the West County Area Command including the unincorporated portion of Newman's Sphere of Influence (SOI). These deputies provide the Newman Police Department with back-up and mutual aid.

## 2. Standards of Significance

The proposed General Plan would have a significant impact related to police services if it would:

- ◆ Result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities; the need for new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.

## 3. Impact Discussion

### a. Project Impacts

Growth allowed under the General Plan would result in an expected population increase of approximately 35,190 additional residents. Therefore, implementation of the proposed General Plan would result in an increased need for police service. The City would continue to provide police services within the city limits, which would eventually adjust to include lands annexed from the SOI in preparation for development. Based on the City policy of providing two officers per 1,000 residents, there would be an eventual demand for an additional 70 new officers to meet the needs of new development, not including the existing shortage of officers to meet the current population level. To support the additional officers, supplementary support staff, equipment and increased facility space may also be needed.

The proposed General Plan includes Policy PFS-8.1 to ensure an adequate level of police service over time in order to maintain a low occurrence of criminal activity in the community. To reduce the overall need for policing,

Art said -

Policing ratios are not based on officers/population

but

incidents.

Please read the Urban Institute material on this.

This 2/1000 you 4.12-4

Will regret the day you did this.

Wow!

**LETTER 6: Michael Conley, Executive Vice President, Claremont Homes, Inc. October 24, 2006.**

- 6-1: This comment requests a correction to the Draft EIR in the change of the word “important” to “importance” on page 4.1-12. In response to this comment, this language has been modified, as reflected in Chapter 3 of this Final EIR. This additional language does not affect the EIR’s overall findings.
- 6-2: This comment states that one of the Williamson Act parcels in Figure 4.2-3 was protested and may be cancelled by the City upon annexation. The parcel has been protested by the City of Newman with Resolution 1850, passed December 22, 1970.<sup>2</sup> Comment noted. Figure 4.2-3 does not show parcels under a Williams Act contract that were protested, and will not be revised. However, the text of the Draft EIR will be modified to clarify the situation, as shown in Chapter 3 of the Final EIR. This change does not affect the EIR’s overall findings.
- 6-3: This comment requests a change in language in General Plan Policy NR-1.4. The comment does not address the adequacy of the Draft EIR, so no additional response is required.
- 6-4: Please see response 7-3.
- 6-5: This comment states disagreement with General Plan Policy 2.4, and the commentor states that he thought this policy was removed from the proposed General Plan. This policy was not removed from the proposed General Plan. However, the Draft EIR included a typographical error and incorrectly summarized General Plan Policy 2.4. In response to this comment, the EIR’s language has been modified, as reflected in Chapter 3 of the Final EIR.

CITY OF NEWMAN  
GENERAL PLAN FINAL EIR  
COMMENTS AND RESPONSES

- 6-6: This comment questions the City policy of staffing 1.1 police officers per 1,000 residents. This is an existing City policy that is not included as a policy in the proposed General Plan. The comment does not address the adequacy of the Draft EIR, so no additional response is required.
- 6-7: Please see response 6-6.

---

<sup>2</sup> Michael Holland, City Manager, City of Newman. Personal communication with Will Fourt, DC&E, January 10, 2007.

*Jay Egy*  
Development Consultant  
2416 Candolero Way  
Antioch, Ca 94509

October 27, 2006

Mr. Michael Holland  
City Manager  
City of Newman  
1162 Main Street  
Newman, Ca 95360

Re: Newman 2030 General Plan

Dear Mr. Holland:

On behalf of the landowners of the Hills Ferry Master Plan Area, Lucas/Dunkley Holdings, I am submitting our comments regarding the Public Review Draft of the Newman 2030 General Plan. The comments focus on our alternate land use proposal for the Master Plan Area and are presented as follows:

**Location:** The Hills Ferry Master Plan Area as proposed by the owners includes Master Plan Area Number 9 as shown on Figure LU-4 of the 2030 General Plan and the adjoining property to the northeast bounded by Swamp Rats Road, the County line, The City of Newman's Waste Water Treatment Disposal ground and Hills Ferry Road. There is also an 11 acre property to the east of Canal School Road bounded by Inyo Avenue and Lucas Ranch II. The attached Figure 1 shows the location of the Master Plan Area. Additionally, the owners have approximately 350 acres of land in Merced County immediately adjacent to the Master Plan Area, this property is shown as the Merced County Property on Figure 1.

**Background-1992 General Plan:** The 1992 General Plan Land Use Diagram shows the area from Canal School Road to Swamp Rats Road as Light Industrial with the exceptions of the land within Hills Ferry Road, Canal School Road and the Canal School Road Bypass which is Low Density Residential and a portion of the property adjacent to the County line which is shown as Heavy Industrial. The area northeast of Swamp Rats Road is designated Industrial Reserve and the property adjacent to Inyo Avenue is shown as Light Industrial. The Merced County property is designated Agriculture. Figure 2 shows these land use designations.

**2030 General Plan Designations:** The 2030 General Plan Land Use Diagram shows the area from Canal School Road to Swamp Rats Road as Light Industrial with the exception of the land within Hills Ferry Road, Canal School Road and the Canal School Road Bypass which is Low Density Residential. The area northeast of Swamp Rats Road is designated Industrial Reserve and the property adjacent to Inyo Avenue is shown as Light Industrial. The Merced County property is designated Agriculture. These designations are shown on Figure 3.

**Landowners Proposed Alternative Master Plan:** Figure 4 shows the Conceptual Land Use Plan proposed by the owners. The Plan features lake oriented residential villages of varying densities with individual parks as focal points, a soccer park, a Hills Ferry Community Park, and an elementary school site. The portion of the Merced County property shown as “Potential New Agricultural Disposal Land” in the “City of Newman WWTP Capacity Analysis” is shown as Public/Quasi Public while the remainder of the Merced County property is shown as Agriculture.

**Reasons the Conceptual Land Use Plan should be incorporated in the 2030 General Plan:**

1. The Plan represents a fill-in site along the urban edge in accordance with City policy.
2. Residential uses border almost the entire property boundary along Canal School Road and Hills Ferry Road. The proposed Conceptual Plan is much more compatible with the existing uses than an industrial use would be.
3. A residential use along the north side of Inyo Avenue will be much more compatible with the adjoining existing homes in Lucas Ranch II. The property between Inyo Avenue and existing Lucas Ranch II homes is too narrow to create a proper buffer if developed as light industrial, whereas residential use would protect the existing adjacent homes.
4. A residential use at the urban edge of the city will make a better transition to the adjoining agriculture and natural resource uses than an industrial use would.
5. The property is not in the Williamson Act.
6. Location near major transportation corridors like I-5 is very important to industrial users. From the standpoint of proximity to I-5 the site is a poor industrial location. A poorly located industrial area would either fail to develop at all or would only attract substandard users; ultimately degrading Newman’s image and tax base.
7. It appears based on the amount of industrial land available in Mountain House ( 500 acres), Tracy (1,400 acres) and Patterson (900 acres) as well as the 1,800 acres of industrial land reported by Stanislaus County being planned for the re-use of the Crows Landing Air Station that there is a surplus of industrial land (4,600 acres) in the region and will be for many years.
8. The market’s demand for industrial land at the site is very low. The owners have had the property for many years. Since the adoption of the 1992 General Plan the only non-residential interest shown in the site was from a group that was looking for a site to construct a correctional facility.
9. The eastern border of the site lies immediately adjacent to the City of Newman’s waste water disposal fields. The “WWTP Capacity Analysis” report shows 146 acres of Hills Ferry land in Merced County as “Potential New Agriculture Disposal Land”. The landowners have included this area in the Conceptual Plan and show the 146 acres as Public/Quasi Public.
10. The site is well located to utilize and enhance existing storm water and waste water pipelines and facilities.
11. The site is well located for easy access to downtown Newman which would be well supported by residents of the site if it is developed as a residential use.
12. Currently most of the city’s storm water is discharged to a ditch in the southwestern corner of the Merced County property and carried via the ditch through the Merced County property to an outfall pipe that discharges to the Wasteway. This conveyance and discharge system operates at maximum capacity during the Winter rains and also carries a significant amount of CCID tailing water during the irrigation season. The

existing conveyance and discharge system will need to be expanded as the City grows. The City is currently having a storm drain master plan prepared which likely will include recommendations for facilities to treat the storm water, before discharge, to a higher quality level required to comply with the water discharge standards of the RWQCB. It is possible that the storm drain master plan will identify potential areas in the Merced County property for treatment and detention facilities. The Concept Plan has included this property and given it an Agriculture designation.

**Requested Action:** The Hills Ferry owners request that their proposed alternative conceptual land use plan be incorporated in to the 2030 General Plan and that the site be included in the Primary Sphere of Influence.

Thank you for considering our comments.

Sincerely,

  
Jay Egy

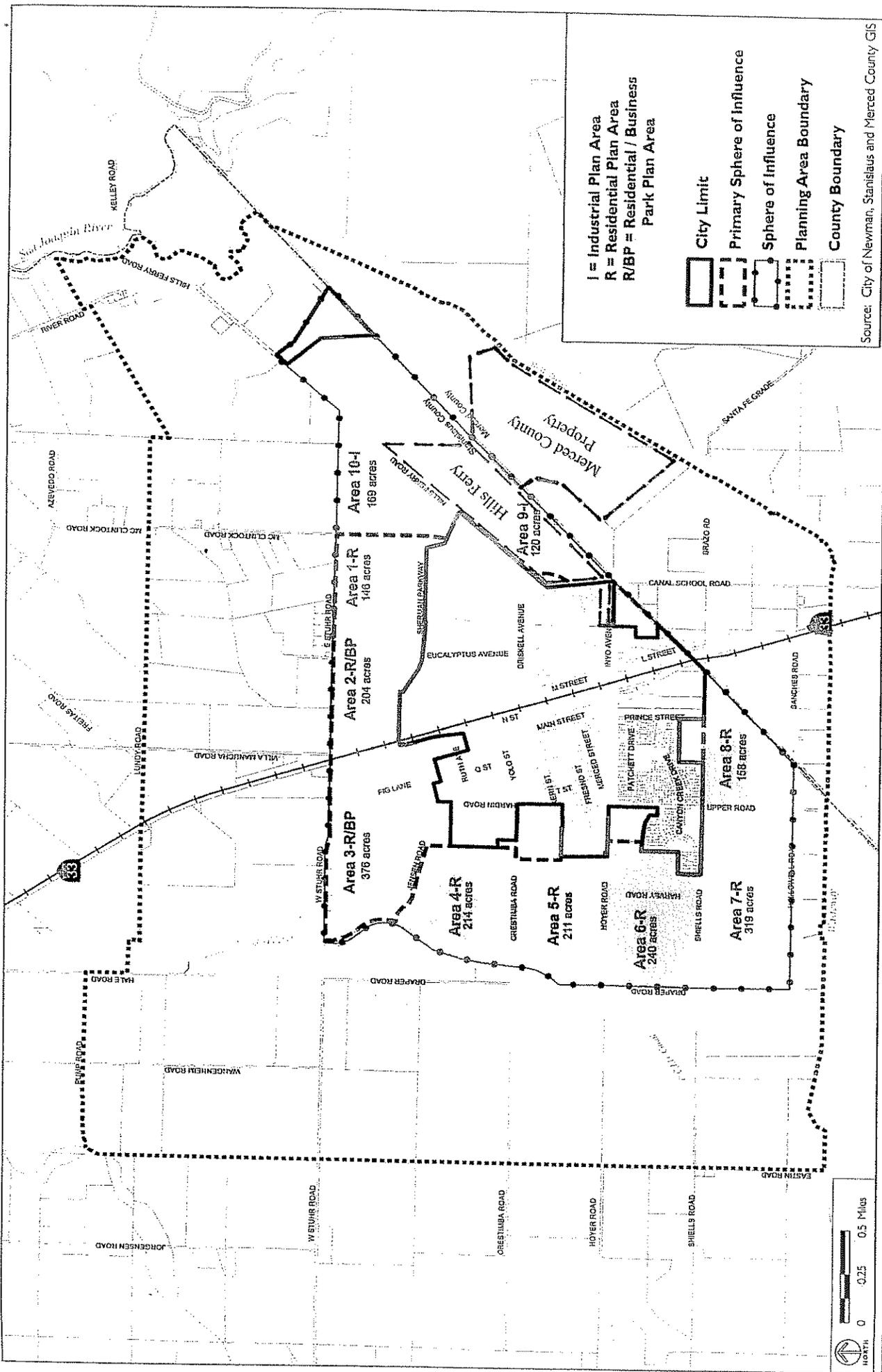
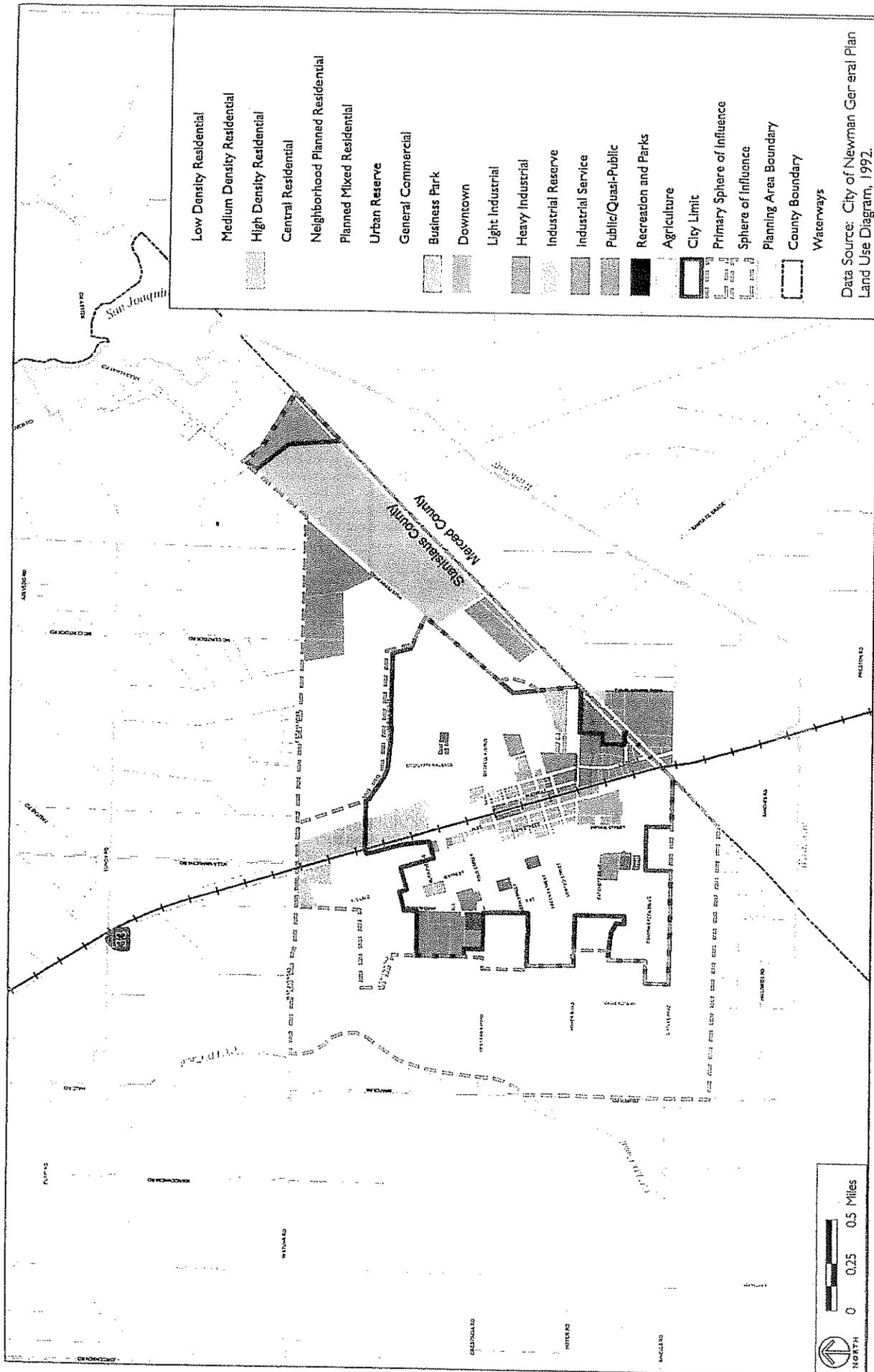
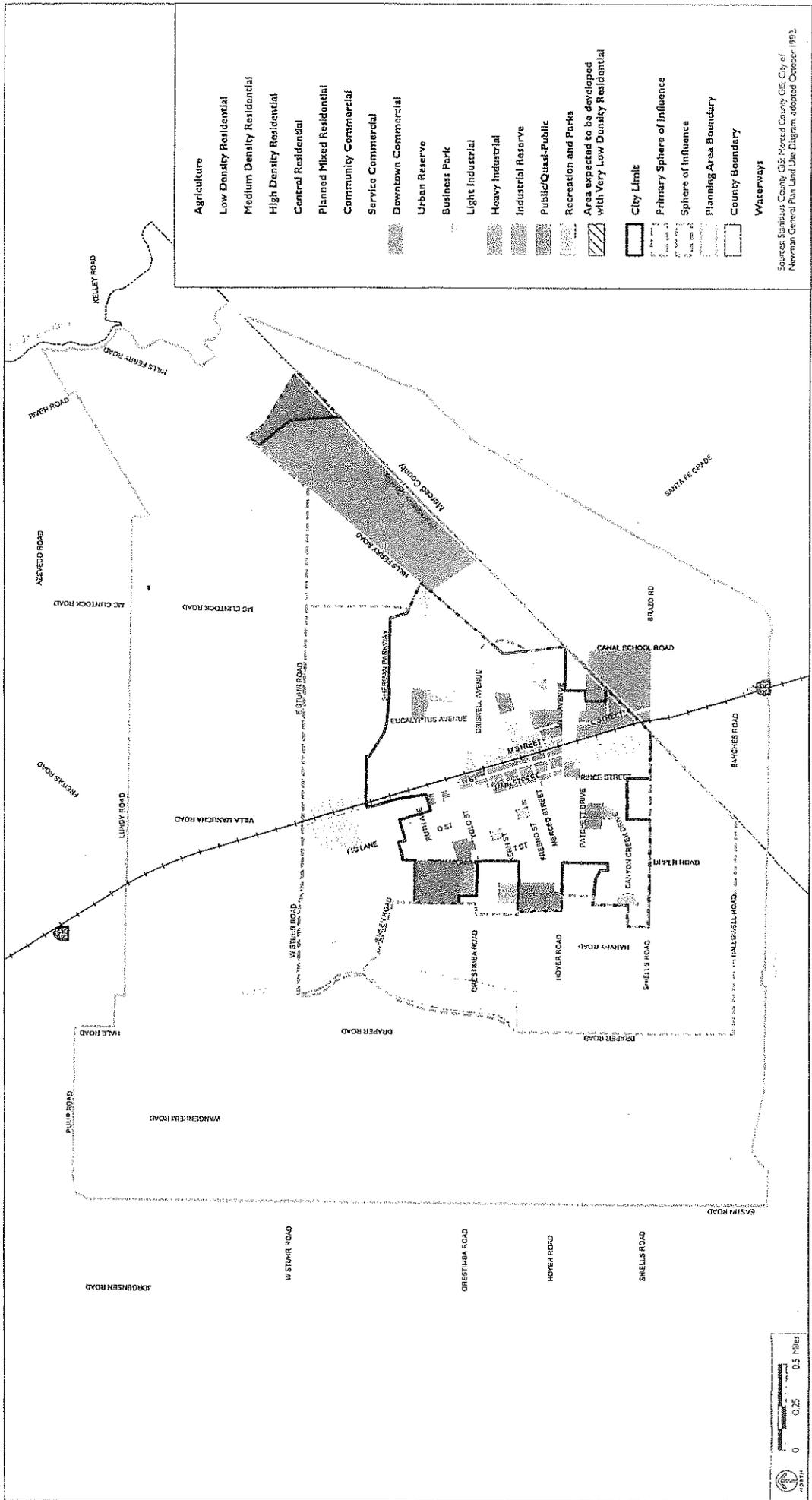


Figure 1-Location Exhibit



**Figure 2-1992 General Plan Land Use**



**Figure 3-2030 General Plan Land Use**

**LETTER 7: Jay Egy, Development Consultant. October 27, 2006.**

- 7-1: This letter proposes a change in the proposed General Plan land use designations to accommodate the Hills Ferry Master Plan. Consistency with this Master Plan would require re-designating the Light Industrial and Industrial Reserve east of Hills Ferry Road to residential uses between 2 and 13 units/acre. The comment addresses the proposed General Plan policies and does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.

*Jay Egy*  
Development Consultant  
2416 Candolero way  
Antioch, CA 94509

November 14, 2006

Mr. Michael Holland  
City Manager  
City of Newman  
1162 Main Street  
Newman, CA 95360

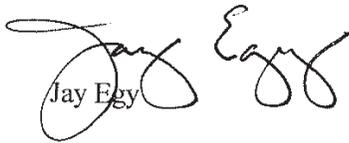
Re: Residents of Lucas Ranch II Comment on 2030 Draft General Plan

Dear Mr. Holland:

Attached is a petition that was presented to us signed by our neighbors who all live in Lucas Ranch II which they asked us to submit to the City. They noticed that the Draft 2030 General Plan proposes a land use of Light Industrial for the strip of property south of Lucas Ranch II between their homes and Inyo Avenue. They are opposed to this land use because they think it isn't compatible with their residential use and will be right next to their homes. They are requesting that the City change the proposed use of the Inyo property to a low or medium density residential use.

Thank you for letting them comment on the general plan.

Sincerely,

  
Jay Egy

PETITION  
 Comment on the Public Review Draft  
 Newman 2030 General Plan

The undersigned, residents of Lucas Ranch II, note that the "Land Use Designation", Figure LU-3 of the Draft Newman 2030 General Plan designates the land between our subdivision and Inyo Avenue as Light Industrial. We are opposed to having this proposed use so close to our homes and request that the use be changed to residential, preferably low or medium density.

<u>Date</u>	<u>Name</u>	<u>Address</u>
10/21/06	<u>Maurice H. Thullen</u>	554 FLOUR MILL DR.
10/21/06	<u>Nisha Patel</u>	554 Flour mill Dr.
10/24/06	<u>Pamela G Burhe</u>	542 Flour Mill
10/24/06	<u>Matt Vayer</u>	543 Rodeo Grounds way
10/24/06	<u>Barbara Langley</u>	543 Rodeo Grounds Way
10/24/06	<u>Frank</u>	542 Rodeo grounds way
10/24/06	<u>Timothy Hildebrand</u>	639 Rodeo Grounds way
10/24/06	<u>Christi Chang</u>	1625 Brookhaven Dr.
10/24/06	<u>Michelle Cusant</u>	669 Rodeo Grounds Ct
10-24-06	<u>Toni Cusant</u>	669 Rodeo Grounds Ct
10-24-06	<u>Ed Greer Jr</u>	676 Rodeo Grounds Ct.
10/24/06	<u>Alvin Brown</u>	672 Rodeo Grounds ext
10/24/06	<u>Randall Campbell</u>	660 Rodeo Grounds Ct
10/24/06	<u>Ric Resuelo</u>	624 Rodeo Grounds
10/25/06	<u>Matt Carr</u>	523 Rodeo Grounds Way
10/28/06	<u>Jose S. Fernandes</u>	1640 Dutch Corner Drive
10-28-06	<u>Brian Vroman</u>	502 Bounce Dr

PETITION  
 Comment on the Public Review Draft  
 Newman 2030 General Plan

The undersigned, residents of Lucas Ranch II, note that the "Land Use Designation", Figure LU-3 of the Draft Newman 2030 General Plan designates the land between our subdivision and Inyo Avenue as Light Industrial. We are opposed to having this proposed use so close to our homes and request that the use be changed to residential, preferably low or medium density.

<u>Date</u>	<u>Name</u>	<u>Address</u>
10-28-06	Casey Zenger	1034 Crevision Ct
10-28-06	Amy Martinez	522 Bonanza Dr., Newman
10-28-06	Jincha J. O. Lopez	518 Bonanza Dr., Newman
10-28-06	<del>Bl. Ct</del>	522 BONANZA DR
10/28/06	Spears family	530 Bonanza dr, Newman
10/28/06	Graciela M. Araya	530 Bonanza Dr Newman
10-28-06	Salvino Araya	530 BONANZA DR NEWMAN
10/28/06	HAROLD ENCARNACION	554 BONANZA DR NEWMAN
10/28/06	CLARISSE ENCARNACION	554 BONANZA DR NEWMAN
10/28/06	Lynn McDaniel	608 Rodeo Grounds Way Newman
10/28/06	Rene Cortez	616 RODEO GROUNDS WAY NEWMAN
10/28/06	JOEL GONZALEZ	612 RODEO GROUNDS WAY, NEWMAN
10/28/06	Chin Ban	635 RODEO GROUNDS WAY
10/28/06	Debra Hiladoan	639 Rodeo Grounds Way, Newman
_____	_____	_____
_____	_____	_____
_____	_____	_____



**LETTER 8: Jay Egy, Development Consultant. November 14, 2006.**

- 8-1: This letter requests a change in the proposed General Plan land use designation on the south side of Inyo Avenue east of the railroad tracks. The letter includes a list of 40 signatures for a petition to change this land use designation from Light Industrial to Low or Medium Density Residential. This change is a General Plan policy issue. The comment does not address the adequacy of the Draft EIR, so no additional response is required.

# Ron West & Associates

Project Development, Land Planning, Entitlements

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Patterson, California 95363  
Email: [ronwest@gvni.com](mailto:ronwest@gvni.com)

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(209) 985-8895 Mobile  
(209) 895-4960 FAX

November 16, 2006

City of Newman  
Planning Department  
1162 Main Street  
Newman, Ca. 95360

RE: COMMENTS TO DRAFT GENERAL PLAN & EIR

Dear Planners and Decision Makers:

I would like to thank you for considering comments to your Draft General Plan and EIR. We have spent considerable time analyzing the drafts and we understand the extreme and far-reaching importance of these "city constitution" documents.

Overall, the Draft documents are comprehensive, well-written and focused on Newman's specific and unique circumstance. However, they would also create some overly complicated and restrictive policies and procedures, tying the hands of future planning Staff and Commission and City Council for the next 25-30 years.

Our comments and suggestions are outlined below, with (hopefully) all or most of the General Plan references which would be affected by clarifications or revisions. The corresponding EIR references would also need to be amended. We hereby submit these comments and suggested clarifications and revisions to the draft documents. Again, thank you for considering this input.

Our first general concern deals with the "small picture" approach of chopping the planning area into separate, independent areas, which can only be developed one at a time, and under a very complicated and restrictive set of procedures and requirements. By enforcing two separate spheres of influence (SOIs), dividing the City into separate pieces, and adding a complex set of master plan timing, phasing and other restrictions, this new General Plan would severely impact or eliminate many of the development options the City should have available in the coming decades. To require every development to go through

9-1

9-2

an expensive and cumbersome General Plan Amendment process to be allowed to address issues on an adjoining area is counter to the big picture vision FUTURE CITY COUNCILS WILL NEED. Good planning does not unnecessarily bind the hands of future decision makers. This proposed Plan would certainly and unnecessarily do that.

The GP Introduction specifically requires a "realistic vision" of the next 25 years (pg 1-1) and the Purpose of the Land Use Element specifically states that it is "not designed to promote or discourage development as allowed in the GP . . ." (pg LU-1). Hard primary and secondary sphere lines and restrictions "promote or discourage" development in various areas and bind the hands of future CITY COUNCILS. Please see our specific comments under Section I attached.

Our second set of comments and suggestions involve clarifications to wording, policies and procedures. For a General Plan to be a working tool for the coming decades, it must be as clear as possible, not only to its authors, but, to all who must be subject to or interpret for the next 25 years. Some of these clarifications relate to the complicated policies addressed above, while others are simply requests to understand what is being imposed. Please see our comments under Section II attached. Clarity is a much more valuable tool to the future of Newman than complexity.

We hope our comments are clear and appropriate. Thank you for your time.

Respectfully,

  
Ron West, Consultant

9-2

9-3

## SECTION I Overly Restrictive Procedures/Requirements

REFERENCES	ISSUE	QUESTION OR CONCERN	SUGGESTIONS
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Land Use

LU-1	"LAND USE ELEMENT NOT INTENDED TO ENCOURAGE OR DISCOURAGE DEV."	SOME PROPOSED POLICIES AND PHASING COULD VIOLATE THIS	EXPAND PRIMARY SPHERE & ADD FLEXIBILITY OR OMIT PRIMARY & SECONDARY SPHERES. LAND USE IS "CENTRAL CHAPTER" of G.P. PHASING VERY MUCH ENCOURAGES or DISCOURAGES DEVELOPMENT	9-4
FIG 1-2 & 1-3; FIG LU-2; LU-8; LU-31 (Action LU-2.3)	SHOWS (PROPOSED?) PRIMARY SPHERE etc.	PRIMARY SPHERE LINES, URBAN TRANSITION, etc. NEED TO BE COORDINATED TO DIRECT GROWTH TO ADDRESS G.P.GOALS	EXPAND PRIMARY SPHERE & ADD FLEXIBILITY OR OMIT PRIMARY & SECONDARY SPHERES. LAND USE IS "CENTRAL CHAPTER" of G.P. PHASING VERY MUCH ENCOURAGES or DISCOURAGES DEVELOPMENT. ADDRESS VEHICLE CIRCULATION AROUND HIGH SCHOOL AS SOON AS POSSIBLE.	9-5
FIG. LU-3 (pg LU-11); FIG. LU-4 (pg LU-18); Also LU-17	LAND USE DESIGNATIONS: VERY LOW DENSITY RES, etc	MAP SHOWS VERY LOW DENSITY RESIDENTIAL STRIP ALONG EDGE OF CANAL. THIS SEEMS LIKE POOR LAND USE AND COMPLEX	WHY IS THIS STRIP NEEDED? OMIT, or CLARIFY WIDTH, PURPOSE AND REASON FOR INEFFICIENT LAND USE.	9-6
LU-14 (2nd paragraph)	"PROVIDE FLEXIBILITY FOR DEVELOPMENT"	G.P. MENTIONS THIS SEVERAL TIMES	DON'T LET ARBITRARY PHASING "STRAIGHT JACKET" DEVELOPMENT	9-7
LU-26; FIG LU-5 (pg LU-27); See 1-8 also	SPHERE'S OF INFLUENCE: PRIMARY & SECONDARY	ACCORDING TO LAFCO PRIMARY & SECONDARY SPHERES ARE <u>NOT</u> REQUIRED	ADD PLAN AREA 4-R TO PRIMARY SPHERE & PRELUDE FLEXIBILITY OR OMIT AND HAVE ONLY ONE SPHERE. CORRECT SEVERAL REFERENCES WHICH INCORRECTLY SAY LAFCO REQUIRES TWO SPHERES	9-8
LU-28 (Goal LU-1; Policy LU-1.2) See LU-30	PHASING & TIMING: "NO MORE THAN 2 NEIGHBORHOOD MASTER PLAN SUB AREAS DEVELOPED CONCURRENTLY"	"DEVELOPED" IS BIG TERM; DEFINE <u>VERY</u> CLEARLY	DEFINE AND DON'T LET ONE MASTER PLAN STOP OTHERS. DON'T TIE HANDS OF FUTURE CITY COUNCILS.	9-9

PAGE 2 REFERENCES	ISSUE	QUESTION OR CONCERN	SUGGESTIONS
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Transportation and Circulation

FIG. TC-1 (pg TC-13) FIG. TC-2 (pg TC-20); FIG. TC-3 (pg TC-21); FIG. TC-4 (pg TC-23); TC-22 (2) text	CIRCULATION PLAN; HARVEY ("NEW WEST PARKWAY) SHOWN GOING STRAIGHT THROUGH	SHOWS HARVEY GOING "STRAIGHT THROUGH" (NORTH-SOUTH). ARTERIALS SHOULD BE DESIGNED TO MOVE, BUT CALM, (NOT SPEED UP) TRAFFIC.	ACKNOWLEDGE IN G.P. THAT HARVEY AND OTHER ARTERIALS MAY NOT BE STRAIGHT "DRAG STRIPS"	<b>9-10</b>
TC-24; FIG TC-4 (pg TC-23)	NEW N/S COLLECTOR EAST OF HARVEY SHOWN STRAIGHT THROUGH	STRAIGHT/GRID MAY NOT BE APPROPRIATE DESIGN	ACKNOWLEDGE IN G.P. THAT THIS ALIGNMENT CAN BE MODIFIED	<b>9-11</b>
TC-26 (Goal TC-1; Policy TC-1.4)	GRID PATTERN	GRID PATTERN ENCOURAGED	NON-GRID WITH CURVES AND OPEN CULS SHOULD BE ACCOMMODATED AND ENCOURAGED	<b>9-12</b>
TC-27 (Goal TC-1; Policy TC-1.9)	PRIVATE STREETS	"NO PRIVATE STREETS" AS POLICY IS TO RESTRICTIVE	ALLOW SOME FLEXIBILITY. POLICY PROHIBITS SOME UPSCALE CLUSTER & SENIOR HOUSING OPPORTUNITIES	<b>9-13</b>
TC-29 (Action TC-1.1)	PLAN LINES	STREET ALIGNMENTS; WHEN WILL PLAN LINES BE "SET"; WHAT DO THEY MEAN?	ALLOW FLEXIBILITY FOR FUTURE CITY COUNCILS	<b>9-14</b>

Public Facilities and Services Element

PFS-1 (second paragraph)	G.P. INTERNAL CONSISTENCY	BY STATE LAW, ELEMENTS MUST BE INTERNALLY CONSISTENT	SOME SPHERE AND OTHER ITEMS ARE NOT CONSISTENT WITH SOME OF THE GOALS. MAKE GOALS & POLICIES PROCEDURES INTERNALLY CONSISTENT	<b>9-15</b>
PFS-5	STORM WATER DRAINAGE	PIPE UNDER INYO IS MAJOR BOTTLENECK FOR WESTSIDE DEVELOPMENT	WESTSIDE PARK BASINS (REQUIRED) AND SHOULD HELP ACCOMMODATE RUN- OFF. CLARIFY.	<b>9-16</b>

PAGE 3 REFERENCES	ISSUE	QUESTION OR CONCERN	SUGGESTIONS
PFS-13 (Goal PFS-1; Policy PFS-1.6)	OVER SIZING	POLICY DOES NOT MENTION REIMBURSEMENTS	ADD "AND REIMBURSEMENTS" AFTER "OVER SIZING"
PFS-18 (Goal PFS-5; Policy PFS-5.4)	REDUCING IMPERVIOUS AREA	GOOD POLICY, BUT NO MENTION OF NARROWER STREETS, SMALLER PARKING LOTS, OR ANY OTHER IMPLEMENTATION CONCEPTS OR OPPORTUNITIES	ADD IDEAS OR FLEXIBILITY TO ACCOMPLISH THIS GOAL
Recreational & Cultural Resources			
RCR-11 (Goal RCR-11-2; Policy RCR 2.2)	DUEL USE BASINS & PARKS	DRAIN BASINS SHALL BE PARKS	ACCOUNT FOR THIS ON STORM WATER DRAINAGE PLANS
Natural Resources (Conservation/Open Space)			
NR-3 and NR-4 (Fig. NR-1)	WILLIAMSON ACT CONTRACT NOTICE OF NON-RENEWAL	PARCEL 26-30-05 IS SHOWN UNDER A WILLIAMSON CONTRACT WITH NO NOTICE OF NON-RENEWAL. **NOTICE IS FILED**	UPDATE MAPS NR-1 AND NR-3
NR-16	ENERGY & WATER CONSERVATION	REDUCE ENERGY BY SITTING HOMES, OPTIMAL SUN EXPOSURE, etc	THE GRID PATTERNS MENTIONED IN TC-26 (Goal TC-1; Policy TC 1.4) DOES NOT ACCOMMODATE THIS GOAL; NEED TO ALLOW MORE FLEXIBLE SUBDIVISION DESIGN.
NR-16	ENERGY & WATER CONSERVATION	COULD SAVE ENERGY WITH STATE ENERGY STAR REQUIREMENTS WHICH EXCEED TITLE 24 CODE BY <u>12%</u>	CHECK %AGE AND COMPARE WITH NR-24 BELOW; CLARIFY IF REQUIRED SEE NR-24 (Goal NR-5; Policy NR 5.1) RETHINK AND OFFER BONUSES TO EXCEED ENERGY STANDARDS WHEN APPROPRIATE.
NR-18	AG MITIGATION FEE	AG MITIGATION FEE TO BE IMPOSED	WHO GETS \$? WHO BENEFITS? WHERE WOULD A TRUST BUY LAND WHICH WOULD BE FAIR? OMIT THIS IDEA OR MAKE THE PROGRAM FAIR, CLEAR & LEGAL

9-17

9-18

9-19

9-20

9-21

9-22

9-23

PAGE 4 REFERENCES	ISSUE	QUESTION OR CONCERN	SUGGESTIONS
NR-20	"HABITAT MANAGEMENT PLAN"	DEFINE HABITAT MANAGEMENT PLAN? SAME AS A HABITAT CONSERVATION PLAN (HCP)? WHEN? WILL IT DELAY PROJECTS? HOW WILL IT BE FUNDED? WHO WOULD BE LEAD AGENCY?	DO NOT REQUIRE THIS UNLESS THE TIMING, COSTS, PURPOSE, VALUE AND IMPLICATIONS ARE CLEAR.
NR-24	ENERGY & WATER CONSERVATION	NEW DEVELOPMENT SHALL MEET ENERGY STAR STANDARDS INC 15+% INCREASE OVER TITLE 24 STANDARDS (CONFLICT WITH NR-16)	G.P. STANDARD SHOULD BE STATE LAWS ADOPTED TO MEET NEW (INCREASING) TITLE 24 STANDARDS. ARBITRARILY INCREASING REQUIREMENTS COULD ADD COSTS AND IMPACT AFFORDABILITY WITH LITTLE VALUE. DEFINE WORDING OR EXPLAIN CLEAR REASONING

9-24

9-25

Community Development

CD-17 (Policy CD-4.6)	GATED COMMUNITIES	NOT ALLOWED	DEFINE WORDING; THERE MAY BE APPROPRIATE USE OF THAT DESIGN
CD-17 (Policy CD-4.8)	GARAGE DOORS	THESE CANNOT DOMINATE THE STREET SCENE	IF ENFORCED, MAKE SURE ALTERNATIVES, DENSITIES & OTHER REQUIREMENTS ALLOW WORKABLE OPTIONS.
CD-17 & 18 (Policy CD-4.9)	VARIED ARCHITECTURAL STYLES WITHIN EACH NEIGHBORHOOD	VARIED ARCH. STYLES REQUIRED. TO PROVIDE "VISUAL INTEREST".	DEFINE & CLARIFY
CD-18 (Policy CD-4.10)	CONSISTENT DESIGN TREATMENT ON EVERY SIDE OF HOMES	REQUIRED: CONSISTENT? ALL SIDES?	CLARIFY
CD-22 (Policy CD-7.6)	PARKING LOT TREES	ONE TREE PER 5 PARKING SPACES REQUIRED	REALISTIC? OTHER CITIES STANDARDS?

9-26

9-27

9-28

9-29

9-30

## SECTION II

### Clarifications Of Wording, Policies and Procedures

REFERENCES	ISSUE	QUESTION OR CONCERN	SUGGESTIONS
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Land Use

<p>FIG. LU-3 (pg LU-11); TABLE LU-2 (pg LU-13)</p>	<p>LAND USE DESIGNATIONS: "PLANNED MIXED RESIDENTIAL": TABLE SAYS 72 AC. of PMR; MAP SHOWS HUNDREDS of AC.</p>	<p>CONFUSING; NEED TO UNDERSTAND DESIGNATIONS &amp; IMPLICATIONS</p>	<p>CLARIFY</p>	<p>9-31</p>
<p>LU-16 &amp; 17; FIG. LU-4 (pg LU-18,19); LU-23</p>	<p>PLANNED MIXED RESIDENTIAL: DESIGNATION &amp; DEV. REQUIREMENTS</p>	<p>VERY COMPLEX MIX OF DENSITIES REQUIRED: 75% MAX. @ 6UPA GROSS PLUS 10+% @ 12 UPA GROSS. TOTAL ONLY ADDS UP TO 85%</p>	<p>CLARIFY THE MIX OF POLICIES INVOLVED</p>	<p>9-32</p>
<p>LU-14 (2nd paragraph)</p>	<p>GROSS VS. NET ACRES</p>	<p>GROSS LESS 25% = NET</p>	<p>TYPICAL STD IS UPA GROSS. CLARIFY WHEN/HOW "NET" APPLIES</p>	<p>9-33</p>
<p>LU-23</p>	<p>MASTER PLAN REQUIREMENTS</p>	<p>ECONOMIC ANALYSIS REQUIRED;</p>	<p>DEFINE; CLARIFY; ANALYSIS ON WHAT AREA(S)?</p>	<p>9-34</p>
<p>LU-23</p>	<p>MASTER PLAN CRITERIA</p>	<p>RANGE OF HOUSING TYPES; IN 6 UPA (gross) AREAS 10+% MUST HAVE 2+ UNITS PER LOT (duplex or separate unit)</p>	<p>TO CONFUSING. CLARITY &amp; "TEST" POLICIES AND IMPACTS ON REAL #'S</p>	<p>9-35</p>
<p>LU-29 (Goal LU-2; Policy LU-2.2)</p>	<p>GROWTH TO BE ORDERLY &amp; CONTIGUOUS; 3 CRITERIA FOR CONTIGUOUS</p>	<p>ARE DEFINITIONS AND INTERPITATION CLEAR ENOUGH?</p>	<p>CLARIFY: ALL 3 CRITERIA (EQUALLY) REQUIRED? CLARIFY DEFINITIONS AND DISCUSS CONFLICTS BETWEEN THIS POLICY AND PHASING</p>	<p>9-36</p>

PAGE 2 REFERENCES	ISSUE	QUESTION OR CONCERN	SUGGESTIONS
LU-35 (Policy LU-4.2)	DENSITIES	DEVELOPMENT MUST MEET OR EXCEED MINIMUM, DENSITIES (NOT EXCEED MAX.)	GOOD GOAL BUT UNDERSTAND. IN VIEW OF LU-16 & 17 (etc) WHAT ARE IMPLICATIONS? ARE 6,000 SQ. FT. LOTS ALLOWED?

9-37

Transportation and Circulation

TC-25 (Goal TC-1; Policy TC-1.2)	TRAFFIC STUDIES	TRAFFIC STUDIES PAID FOR BY DEVELOPERS	CLARIFY: WHEN? AREA INCLUDED?
TC-27 (Goal TC-1; Policy TC-1.12); TC-30 (Action TC-1.8)	TRAFFIC IMPACT FEES	FEES	NOT CLEAR ENOUGH

9-38

9-39

Recreational & Cultural Resources

RCR-4	PARKS	TYPO: "FRANK RAINES; ALSO: ADD "OFF-ROAD VEHICLES"	CORRECT
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9-40

Health & Safety

HS-18 (Goal HS-1; Policy HS-1.2)	GEOTECHNICAL REPORTS	GEOTECHNICAL REPORTS REQUIRED: IS THIS TYPICAL? CLEAR?	CLARIFY
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9-41

Community Design

CD-10 (4)	"HOLDING CORNERS" (RESTRICTED CORNERS TO "GIVE DEFINITION TO INTERSECTION")	IS THIS PROPOSED? REQUIRED? WHEN? WHY?	CLARIFY WHAT THIS MEANS AND WHEN IT COULD APPLY
CD-10 (6)	NEIGHBORHOODS: MIX OF HOUSING TYPES IN EACH NEIGHBORHOOD	NEED TO BE CLEAR WHAT THIS MEANS AND REQUIRES	CLARIFY
CD-18 (Policy CD-4.11)	RESIDENTIAL CORNERS	ORIENT PORCHES, ETC TO CORNER	CLARIFY. ALLOW DUPLEX, ETC. ON CORNERS

9-42

9-43

9-44

<i>PAGE 3 REFERENCES</i>	<i>ISSUE</i>	<i>QUESTION OR CONCERN</i>	<i>SUGGESTIONS</i>
CD-19 (Goal CD-5; Policy CD-6,5)	"HOLDING TO" CORNERS IN COMMERCIAL & BUSINESS PARK (BUILDINGS, NOT PARKING, ON CORNERS)	DOES THIS WORK FOR COMMERCIAL?	CLARIFY

**LETTER 9: Ron West, Consultant, Ron West and Associates. November 16, 2006.**

- 9-1: This comment states that author has reviewed the Draft General Plan and generally thinks it is well-drafted, but does think there are several policies which are overly restrictive. The comment does not address the adequacy of the Draft EIR. No response is necessary.
- 9-2: This comment states that the General Plan's Primary and Secondary SOIs and multiple land use designations unnecessarily bind the hand of future city councils and discourage future development. The comment addresses the policies in the proposed General Plan and does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-3: This comment includes a list of specific changes they request for the proposed General Plan. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-4: This comment states that the proposed General Plan discourages development through "some proposed policies and phasing," and recommends that the Primary SOI be expanded and more flexibility be provided for the phasing of development, or that the Primary and Secondary SOIs be omitted altogether. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-5: Please see response to comment 9-4.
- 9-6: This comment expresses disagreement with the proposed General Plan land use designation of Very Low Density Residential along the edge of the C.C.I.D. Canal and asks for clarification of why it is in-

cluded. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.

- 9-7: This comment states that the phasing of the proposed General Plan does not provide flexibility for development. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-8: This comment states that LAFCO does not require a Primary and a Secondary SOI, and that the proposed General Plan incorrectly states this LAFCO policy. Per a Conversation with Marjorie Blom, Executive Officer of LAFCO, Stanislaus LAFCO requires, as a policy and procedure, that Cities establish a Primary SOI. The comment does not address the adequacy of the Draft EIR, so no additional response is required.
- 9-9: This comment states that the proposed General Plan should precisely define what is meant by “no more than two neighborhood master plan sub areas developed concurrently.” The comment also states that there should be more flexibility in the phasing of the development of the master plan areas. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-10: This comment expresses concern with the alignment of Harvey Road and other arterials, which have straight alignments that the comment states could encourage speeding. Comment then suggests the General Plan acknowledge that Harvey Road and other arterials shall not be straight drag strips. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required. However, to make it clear that future roadways, including arterials, shall be designed to discourage speeding a new policy will be added to the proposed General Plan. This policy, Policy TC-1.7, will state that traffic calming measures shall be incorporated into the

design and construction of new roadways to discourage speeding of motor vehicles.

- 9-11: This comment expresses disagreement with the proposed General Plan policy of encouraging a street grid pattern, and would like the General Plan to acknowledge that alignments can be modified as they are proposed for new developments. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required. However, it should be noted that the General Plan states, on page TC-1, that the roadway network in the General Plan is conceptual and that “as new development occurs, actual roadway locations may vary, provided that overall the connectivity shown in Figure TC-1 (the Circulation Plan) is provided.”
- 9-12: Please see response to Comment 9-11.
- 9-13: This comment expresses disagreement with the proposed General Plan policy of not allowing private streets. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-14: This comment asks when the proposed General Plan street alignment plan lines will be set, and asks for increased flexibility in street layout. The comment does not address the adequacy of the Draft EIR, so no response is required.
- 9-15: This comment states that “some sphere and other items” are not consistent with policies in the proposed General Plan, and that the General Plan Elements are not consistent. The comment does not provide specifics on where there are inconsistencies so no response can be provided. Where specific inconsistencies are discussed in other comments in this letter, a response is provided. The comment does not provide specific comments questioning the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.

- 9-16: This comment states that the pipe under Inyo Avenue is a major bottleneck for stormwater, and that Westside Park Basins should be required to accommodate runoff. As stated on page PFS-5 of the proposed General Plan, the City has plans to upgrade this pipeline to increase capacity to accommodate all existing and approved development. The comment does not address the adequacy of the Draft EIR, so no response is required.
- 9-17: This comment suggests a change to the proposed General Plan Policy PFS-1.6 in adding reimbursements to developers for infrastructure to serve the long-term plans for development. This is a General Plan policy issue and since the comment does not address the adequacy of the Draft EIR, no response is required.
- 9-18: This comment suggests specific techniques to implement proposed General Plan Policy PFS-5.4 and reduce storm water runoff. The comment does not address the adequacy of the Draft EIR, so no response is required.
- 9-19: This comment suggests that the proposed General Plan Policy RCR-2.2 be incorporated into stormwater drainage plans. The comment does not address the adequacy of the Draft EIR, so no response is required.
- 9-20: This comment states that there is an error in proposed General Plan Figure NR-1, and that the parcel touching the southwest corner of the city limits, inside the Primary SOI (parcel number 26-30-05), is in Non-Renewal for its Williamson Act contract. The data in Figure NR-1, repeated in Draft EIR Figure 4.2-3, is the most recent GIS data available from Stanislaus County. However, in a phone conversation with the County on December 22, 2006, it was confirmed that a non-renewal was filed on this parcel on November 15, 2006 and the Williamson Act contract will expire on December 31, 2016. Figure

4.2-3 of the Draft EIR has been updated, as reflected in Chapter 3 of this Final EIR. This change does not affect the EIR's overall findings.

- 9-21: This comment states that the proposed General Plan's comment on page NR-16 about siting homes for optimal sun exposure is inconsistent with General Plan Policy TC-1.4, which encourages a street grid pattern. The information on page NR-16 is background information and not a discrete policy in the proposed General Plan. However, proposed Policies NR-5.1 and NR- 5.3 are intended to promote energy conservation through building design, techniques and materials. Building siting could be one of such techniques. Policies NR-5.1 and NR-5.3 allow for flexibility to meet the goal of energy conservation. Through the creative design of new development, development can be consistent with Policies NR-5.1 and NR-5.3 and be developed within a grid, or modified grid pattern. The comment does not address the adequacy of the Draft EIR, so no additional response is required.
- 9-22: This comment states that on page NR-16 of the proposed General Plan, the definition of Energy Star qualified homes is that they meet or exceed the State's Title 24 energy efficiency program by 12 percent, while Policy NR-5.1 defines Energy Star homes as meeting or exceeding the State standards for energy efficiency by at least 15 percent. In response to this comment, the General Plan will be revised to consistently reflect the new standards for Energy Star qualified homes, which is that they exceed the State's Title 24 energy efficiency program by 15 percent. This comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.
- 9-23: This comment asks for clarification of how the agricultural mitigation fee outlined in Action NR 1.8 of the proposed General Plan would work and be used. Additional details on this mitigation fee

would be developed as part of the development of a program. A program requires careful, detailed study, which is why the specifics of a program are not included in the General Plan or Draft EIR. This comment does not address the adequacy of the Draft EIR, so no response is necessary.

- 9-24: This comment asks for clarification of the “Habitat Management Plan” as stated in proposed General Plan Policy NR-3.3. This comment does not address the adequacy of the Draft EIR, so no response is necessary.
- 9-25: Please see response 9-22.
- 9-26: This comment asks for definition of gated communities, which are not allowed in the General Plan. This comment does not address the adequacy of the Draft EIR, so no response is necessary.
- 9-27: This comment requests to “make sure alternatives, densities and other requirements allow workable options” as alternatives to proposed General Plan Policy CD-4.8, which states that garage doors cannot dominate the street scene. This comment does not address the adequacy of the Draft EIR, so no response is necessary.
- 9-28: This comment asks for further definition and clarification of proposed General Plan Policy CD-4.9, which requires varied architectural styles to provide visual interest. This comment does not address the adequacy of the Draft EIR, so no response is necessary.
- 9-29: This comment asks for clarification of the proposed General Plan Policy CD-4.10, which requires consistent design treatment on every side of individual homes. This comment does not address the adequacy of the Draft EIR, so no response is necessary.

- 9-30: This comment states that the proposed General Plan Policy CD-7.6, which requires one tree per five parking spaces, may be unrealistic. This comment does not address the adequacy of the Draft EIR, so no response is necessary.
- 9-31: This comment states that there is an inconsistency between proposed General Plan Figure LU-3 and General Plan Table LU-2. In response to this comment, Table LU-3 will be updated in the final General Plan. EIR Table 3-2 has been updated in Chapter 3 of this Final EIR. This was a typographical error, and the change will not affect the EIR's overall outcome.
- 9-32: This comment states confusion with General Plan Planned Mixed Residential density requirements on page LU-16 of the proposed General Plan. As stated in the proposed General Plan on page LU-16: "no more than 75 percent of the units can be developed at a density of 6 or less units to the gross acre and at least 10 percent of the units shall be developed at a density of 12 units to the gross acre or greater." This comment does not address the adequacy of the Draft EIR, so no response is necessary.
- 9-33 to 9-39: This series of comments asks for further clarifications on a number of policies and requirements in the Land Use and Circulation Elements of the proposed General Plan. The comments do not address the adequacy of the Draft EIR, so no response is required.
- 9-40: This comment states that there is a typographical error on page RCR-4 of the proposed General Plan in the spelling of Frank Raines Regional Park. This typographical error will be changed in the final General Plan, and in the Final EIR, as shown in Chapter 3 of this Final EIR.
- 9-41 to 9-45: This series of comments asks for clarifications on text and policies within the Health and Safety, and the Community Design Ele-

ments of the proposed General Plan. The comments do not address the adequacy of the Draft EIR, so no response is required.



HEARTHSTONE BUILDERS, INC.  
Land Development and Construction

November 17, 2006

Mr. Michael Holland  
City of Newman  
1162 Main St.  
Newman, CA 95360

RE: Newman Draft EIR Comments

Dear Michael:

Please find attached comments on the Newman Draft EIR for General Plan 2030.  
Call me if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Curtis Nelson".

Curtis Nelson

General Plan Draft EIR Comments  
From Hearthstone Builders Inc.

Figure 3-2 The Primary Sphere of Influence should be moved to the east, so as not to bisect individual parcels of land. Same comment on Figure 3-4	10-1
3-23 Hills Ferry Road needs to be four lanes to just beyond Stuhr Road with no parking on either side. This can be accomplished in the 100 foot R/W.	10-2
3-26 A 45,703 population is mentioned in Table 3-3, StanCOG projects a population of 38,582, which is correct and why?	10-3
4.1-6 Light and Glare, please address a policy for a Sports Park.	10-4
Figure 4.2-2 Some of what is shown as Prime should be Unique based on the Tile Drain location.	10-5
Figure 4.4-1 Map needs to be revised to reflect current crops.	10-6
4.4-3 Does the Newman Drainage District have this permit and are their maintenance records open to the public?	10-7
4.5-6 Where is the Wolsen Mound and the W.R. Sherman area, it should be identified on a map.	10-8
4.7-5 The City should verify the statement about the Gonzales and Rose-Stanford sites. Gonzales is currently under construction as a subdivision and Stanford-Rose is owned by Lucas.	10-9
4.7-6 The elementary school site mentioned is within Hearthstone Ranch Subdivision and is with in just over a half a mile to proposed industrial zoned property. There is no mention of the Gustine Airstrip or Crows Landing Naval Air Station. What constitutes a major air facility?	10-10
4.7-11c See comment for 4.7-6 about school location and proximity.	10-11
4.7-12f This airstrip is outside of the SOI but is the Planning Area.	10-12
4.8-1 Does the City have a NPDES permit or consultant? If no, please explain	10-13
Figure 4.8-1&2 The data on Figure 4.8-2 was done by the Feds in 1977 prior to any construction on this side of Newman. How accurate is this info?	10-14
Figure 4.9-1 Valley Winery is shown as Heavy Industrial, should be Light Industrial. Primary SOI needs to be adjusted to the East.	10-15
	10-16

Figure 4.12-1 This needs to be changed to reflect Yancey Park, William Rae Sherman Park and the Elementary Site.

10-17

4.12-19c This is the William Rae Sherman Park. Also not mention is China Island and the Swamp Rats Gun Club.

10-18

**LETTER 10: Curtis Nelson, Hearthstone Builders, Inc. November 17, 2006.**

- 10-1: This comment requests a change to the proposed General Plan Primary SOI. The comment does not address the adequacy of the Draft EIR, so no additional response is required.
- 10-2: This comment requests widening Hills Ferry Road to continue “to just beyond Stuhr Road,” which is a General Plan policy issue.

As shown in Table 4.13-5, the projected level of service of Hills Ferry Road is LOS D, northeast of Stuhr Road. The entire length of Hills Ferry Road, from the planned collector shown on Table 4.13-5 to the northeastern boundary of the proposed Sphere of Influence will be re-designated as a four lane arterial. This will improve the level of service on this road, east of Stuhr, to LOS A.

Regarding the issue of whether parking will or will not be located along this segment of Hills Ferry Road, this will be determined when the City develops a Street Master Plan for arterial, collector and local streets. This is Action TC-1.2 in the proposed General Plan. Due to the generalized level of planning contained in a General Plan, this General Plan does not, and is not required to get to this level of design detail in roadways.

This modification to Hills Ferry Road to a four lane arterial has been made in Table 4.13-5, Figure 3-6 and Figure 3-7, as reflected in Chapter 3 of this Final EIR. This modification will also be reflected in Figure TC-1 and Figure TC-4 in the proposed General Plan. This modification does not affect the EIR’s overall findings.

- 10-3: This comment asks a question regarding the difference in population projections between StanCOG and the Newman General Plan Update. The projections in the Newman General Plan Update and

Draft EIR are based on the land use designations as specified by the General Plan Update. Since the current projections made by StanCOG are made without the General Plan Update, and are based on existing General Plan land use designations, the projections will not be the same. The comment does not address the adequacy of the Draft EIR, so no additional response is required.

- 10-4: This comment requests the creation of a General Plan policy on light and glare from a sports park. The section referenced in the comment letter is on page 4.1-6 of the Draft EIR and is a description of the current conditions in Newman. This section is not an appropriate place to discuss a proposed policy.

The purpose of a General Plan EIR is to provide a programmatic level of analysis. Since no sports park was identified in the proposed General Plan, the EIR can not analyze the environmental impacts of such a facility. However, if or when such a facility is proposed, an additional project level analysis would be conducted to analyze the environmental impacts of the project and to identify measure to mitigate environmental impacts, should any impacts be identified. The comment does not address the adequacy of the Draft EIR, so no additional change to the Draft EIR is required.

- 10-5: This comment states that Figure 4.2-2 in the EIR inaccurately shows land that is Unique Farm Land as Prime Farmland. The comment does not specifically identify the specific location of these inaccuracies. Figure 4.2-2 used 2002 California Farmland Mapping data. In response to this comment, Figure 4.2-2 has been modified to reflect the most recent 2004 State of California Farmland Mapping and Monitoring data, as shown in Chapter 3 of this Final EIR. The same figure is used in the proposed General Plan and is labeled Figure NR-2. Figure NR-2 in the proposed General Plan will also be modified to reflect this information. This information does not affect the EIR's overall findings.

- 10-6: This comment states that Figure 4.4-1 in the Draft EIR has outdated cropland data. The Environmental Collaborative collected this data in May 2005 through aerial interpretation and a road survey confirmation. Field crops do change year to year and season to season, and the EIR does not intend to provide a dynamic map that is updated when new crops are planted. Figure 4.4-1 of the proposed General Plan is intended to give a broad idea of what types of crops are being grown around Newman in the context of biological resources. This comment does not provide any specific changes and the Draft EIR will not be modified. This information does not affect the EIR's overall findings.
- 10-7: This comment asks whether the Newman Drainage District has a permit to discharge dredge or fill material into waters of the United States. This question is not relevant to the General Plan or its EIR, so no response or change to the Draft EIR is required.
- 10-8: This comment asks where the identified archeological resources are located. It is standard practice to not show the exact location of archeological resources on a map, so as to not encourage people to tamper with them. As a result, no change to the Draft EIR is required.
- 10-9: This comment asks for verification of the cleanup of toxic sites mentioned on page 4.7-5 of the Draft EIR. Both of the sites named are listed by the Department of Toxic Substances Control as undergoing a voluntary cleanup program. In response to this comment, a footnote has been added, as reflected in Chapter 3 of this Final EIR. This change does not affect the EIR's overall findings.
- 10-10: This comment states that the future elementary school listed on page 4.7-6 of the Draft EIR is within a half-mile of a proposed industrially zoned property. In response to the comment, language has been added to include this information, as reflected in Chapter 3 of this Fi-

nal EIR. The CEQA-defined standard of significance is that the proposed project would have an impact related to hazards or hazardous materials if it would result in the emission of hazardous emissions or handle hazardous materials, substances or waste within one quarter-mile of an existing or proposed school. Since the proposed elementary school is a half-mile from the proposed industrial area and is not within a quarter-mile of any other lands proposed to allow hazardous materials, this change in language and information does not affect the EIR's overall findings.

- 10-11: This comment states that there are two air facilities not mentioned in the Draft EIR: the Crows Landing Naval Air Station and the Gustine Airstrip. The Crows Landing Naval Air Station was closed in 1999 and is no longer considered a major air facility. The Gustine Airstrip is a landing strip about five miles to the southeast and does not service scheduled flights.

CEQA specifies that an EIR should consider a project's impacts relative to a "major air facility," but does not specify what is considered "a major air facility." However, to help define whether a community has a high risk related to an airport in the vicinity, and therefore require additional analysis, Appendix G of the CEQA Guidelines has the following two standards of significance that define generally when an area may be exposed to risks from airport operation. These standards were used in the Draft EIR for analysis:

- For a project located within an airport land use plan or, where a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- For a project within in the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

As discussed above, the Crows Landing Navel Air Station is closed, so does not constitute a threat to the Newman area. Also, the Gustine Airstrip is over two miles from Newman, and as a result, would not constitute a risk to the community.

- 10-12: Please see response to Comment 10-10.
- 10-13: This comment states that the airstrip mentioned on page 4.7-12, paragraph f, is within the Planning Area and outside the SOI. In response to this comment, this information has been added, as reflected in Chapter 3 of this Final EIR. This change does not affect the EIR's overall findings.
- 10-14: This comment asks if the City has a NPDES permit or permit consultant.<sup>3</sup> The City does not have an NPDES permit or consultant. The comment does not address the adequacy of the Draft EIR, so no additional response is required.
- 10-15: This comment states that the source of the data for Figures 4.8-1 and 4.8-2 is from 1977, and questions whether more recent data should be used. This data has been confirmed to be the most recent available with the State of California Office of Emergency Services as of December, 2006.<sup>4</sup> As a result, no change to the Draft EIR is required.
- 10-16: This comment states that the parcel where the Valley Winery is located should be shown on Figure 4.9-1 of the Draft EIR as Light Industrial instead of Heavy Industrial and reiterates that the Primary SOI should be adjusted to the east. The comment does not provide the exact location of the winery. For the purposes of a generalized environmental analysis, the difference in an existing land use

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<sup>3</sup> Michael Holland, City Manager for the City of Newman. Personal email conversation with Michael Brilliot, DC&E, December 14, 2006.

<sup>4</sup> Kris Higgs, Governor's Office of Emergency Services, State of California. Personal communication with Rick Kos, DC&E, December 6, 2006.

between Heavy Industrial and Light Industrial is negligible, and this difference would not affect the conclusions of the Draft EIR. Therefore, no additional response is necessary. For a response to the comment on the expansion of the Primary SOI, please see the response to Comment 11-1.

- 10-17: This comment requests changes in Figure 4.12-1 of the Draft EIR to show Yancey Park, William Rae Sherman Park and the Elementary School Site. In response to this comment, Figure 4.12-1 has been modified to include Yancey Park, William Rae Sherman Park and Amy Street/Driskell Avenue Tot Lot, as shown in Chapter 3 of this Final EIR. The proposed Elementary School Site has not been included, since it is not an existing facility and Figure 4.12-1 shows only existing facilities. This change does not affect the conclusions of the Draft EIR.
- 10-18: This comment states a correction in the name of William Rae Sherman Park on page 4.12-19 of the Draft EIR, and requests the addition of China Island and the Swamp Rats Gun Club on the list of parks and recreational facilities. In response to this comment, the spelling of William Rae Sherman Park has been corrected, as reflected in Chapter 3 of this Final EIR. China Island, a federal wetland facility in Merced County, has been added to the list of regional, State and federal Parks, as reflected in Chapter 3 of this Final EIR. The name of the “Swamp Rats shooting range” has been changed to the “Swamp Rats Gun Club shooting range,” as reflected in Chapter 3 of this Final EIR. These changes do not affect the EIR’s overall findings.

Nancy Silva Bucholtz  
383 Catalan Way  
San Ramon, CA 94582

November 13, 2006

City Council  
City of Newman  
787 Main Street  
Newman, CA 95360

Re: Silva-Bucholtz Property at 1424 E. Stuhr Road  
Comments on Draft EIR and Draft General Plan

Dear Mayor Fantazia and Members of the Council,

I own the 50 acre trapezoidal shaped property highlighted on the map attached. I have owned this ranch since 1972.

Since I moved to the East Bay I have watched cities develop around me and I have some observations about what plans work and what plans don't work as well. The cities that succeed in becoming balanced communities with good jobs and local services lead with residential development. For example, Tracy and Pleasanton initially welcomed residential while Livermore quashed it. Both Pleasanton and Tracy kind of leapfrogged past Livermore, because the residential development brought the critical mass of demand that drove expanded retail, services, and downtown revitalization, after which the good jobs and industry followed. Livermore is still somewhat lagging. I think your planning consultant (DC& E) understands real world planning and economics and has put together a very reasonable plan for Newman.

My concerns relate to the bisection of my property by residential and light industrial. I am asking that the EIR response to comments review the alternative of extending the Planned Mixed Residential designation (on Figure LU-3) to encompass my entire parcel. I am also asking that the Primary Sphere of Influence be extended to encompass my entire parcel. My reasons are as follows:

1. At your earlier planning meetings, the planning consultant was encouraging the City to maximize the proportion of residential along Stuhr Road. The Steering Committee overrode that recommendation. The Steering Committee had the mistaken impression that more light industrial there would promote economic development, but that is more likely incorrect. Stuhr Road is the primary path through Newman for people heading east from I-580, and they will be more attracted by the impression of quality mixed residential development. On that corridor, unabashed industrial development will most probably discourage an increase in quality jobs because it will provide a poor impression of the community.

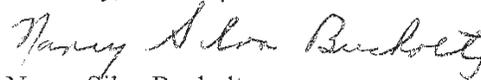
2. Nearby residential will prevent a return of the unsatisfactory heavy industrial uses on the triangular parcel to the east. The former noise and fume factory with abandoned holding ponds now sits idle, but zoned heavy industrial by the County. With adjacent residential designation, or

better yet, actual residential units, any attempt to return the triangular parcel to a nuisance use will be controlled by the neighborhood. That property is likely to be in the County for a long time. But the triangular parcel will annex and come into the City's control more quickly if residential expansion brings the necessary utilities up to its property line more quickly. As light industrial warehouse/flex office, like Valley Business Park in Pleasanton, that triangular site can become a real job incubator and co-exist compatibly with adjacent residential. A street separator at the property line between my parcel and the triangular parcel would work to the advantage of both properties, and could provide a useful short cut for traffic between Stuhr Road and Hills Ferry Road.

3. Bisection of my property with a sliver of residential and a mass of light industrial creates a parcel that is extremely difficult to sell. Residential is the only market that makes economic sense at this point, so a residential developer is saddled with land banking the light industrial. Having only 25% of my parcel in residential makes the land banking part of the sale too big for normal developers. The sophisticated developers will buy, and quickly start pointing out that Stuhr Road residential should extend further to the east. It is more fair that a long time local landowner should benefit from that correction to the plan now, rather than have the mistake get corrected by the City after the industrial portion lies idle for 5 or 10 more years.

Please ask your EIR consultants to include responses to comments as appropriate so that you can select the Planned Mixed Residential designation for my entire parcel when you get the opportunity. If possible, I would like to have that alternative designated as the preferred alternative.

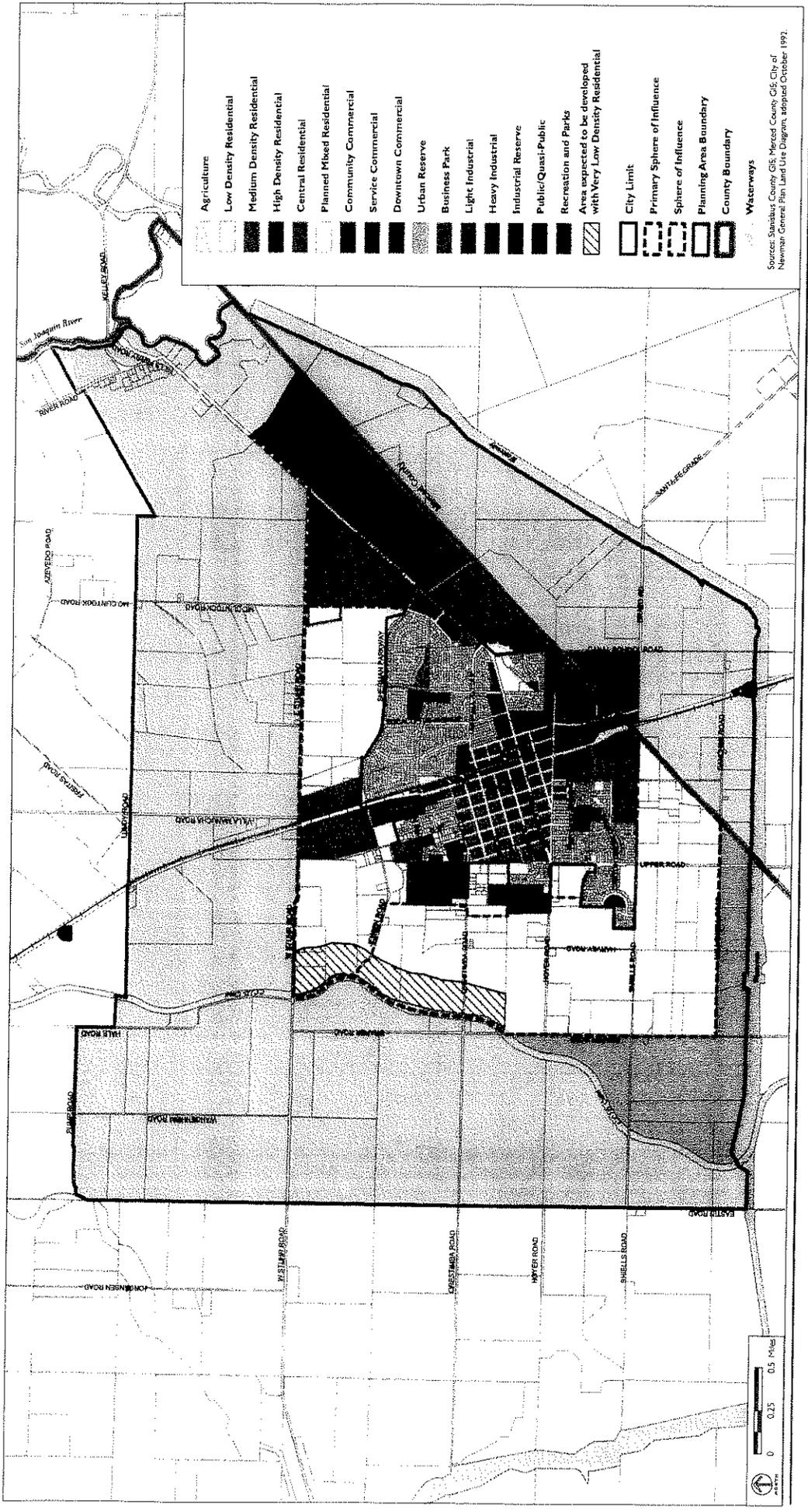
Sincerely,



Nancy Silva Bucholtz

Enclosure: Land Use Map with Bucholtz parcel indicated

Cc: Michael E. Holland  
Planning Commissioners  
Design, Community & Environment  
Peter MacDonald, Esq.



\* Bucholtz Property

FIGURE LU.3  
LAND USE DESIGNATIONS

Sources: Stanislaus County GIS, Merced County GIS, City of Newman General Plan Land Use Diagram, adopted October 1992.

**LETTER 11: Nancy Silva Bucholtz, owner of property at 1424 E. Stuhr Road. November 13, 2006.**

11-1: This comment requests a change in the proposed General Plan land use designation for a specific parcel along East Stuhr Road from Light Industrial to Planned Mixed Residential. This change in designation is not envisioned in the General Plan, and the comment does not address the adequacy of the Draft EIR, so no further response is necessary.

#1 Located on PFS-11 #9 Libraries  
Library is open 36 hrs. a week not 28.  
Wed - Sat hrs are 10-5 not 12-5.  
In the third paragraph - we have not rotated  
Videos + books on tape since last year.

12-1

Located on PFS-12

The assistance in preparing tax returns has moved  
to another site, as of this year. It was at  
the adult school by the district offices.

Other programs offered are a Summer Reading  
Program for children + teens with live performances  
(June-Aug) + astronomy info is correct. Teen read program  
in October and a secondary @ children's Reading Program  
in March.

12-2

#2 ON PFS-23

GOAL PFS-11 - says ... needs of the population  
of Hughson ? - Should be Newman.

There were a couple of other typos, but it  
was clear what was being said.  
Must be the ex-teacher in me -

12-3

Thank you for updating with  
more correct info.

Debbie Allan

**LETTER 12: Debbie Allan, Newman Planning Commission, Administrative Clerk, Stanislaus County Library. November 22, 2006.**

- 12-1: This comment gives a correction to the library hours in the proposed General Plan. In response to this comment, this information will be updated in the final General Plan. The Draft EIR does not include a discussion of the library's hours. Therefore, no change to the Draft EIR is required.
- 12-2: This comment gives a correction to the library programs described in the proposed General Plan. In response to this comment, this information will be updated in the final General Plan. The comment does not apply to the Draft EIR, so no additional change to the Draft EIR is required.
- 12-3: This comment highlights a typographical error in the proposed General Plan. In response to this comment, this information will be updated in the final General Plan. The comment does not apply to the Draft EIR, so no additional change to the Draft EIR is required.

A Planning Commission Public Hearing was held on November 16, 2006 to allow the public the opportunity to provide verbal comments on the Draft EIR. This Hearing was held the day before the close of the 45 day review period on the Draft EIR. At this Public Hearing three speakers commented. These Three speakers are listed below.

**SPEAKER 1: Ron West, Consultant, Ron West and Associates. November 16, 2006.**

13-1: Speaker highlighted comments submitted in Letter 9. Please see responses to Comments 9-1 to 9-45.

**SPEAKER 2: Jay Egy, Development Consultant. November 16, 2006.**

14-1: Speaker highlighted comments submitted in Letter 7. Please see response to Comment 7-1.

**SPEAKER 3. Nancy Silva Bucholtz, owner of property at 1424 E. Stuhr Road. November, 1**

15-1: Speaker highlighted comments submitted in Letter 11. Please see response to Comment 11-1.