



RECIRCULATED INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

FOR THE

INTERMODAL WAY EXTENSION PROJECT

SEPTEMBER 2020

Prepared for:

City of Manteca – City Hall
1001 West Center Street
Manteca, CA 95337
(209) 456-8000

Prepared by:

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



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

A Land Use Planning, Design, and Environmental Firm



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Proposed Recirculated Mitigated Negative Declaration for the Intermodal Way Extension Project

Lead Agency:

City of Manteca
1001 West Center Street
Manteca, CA 95337

Project Title: Intermodal Way Extension Project

Project Location: The Intermodal Way Extension project site (project site) is located in the north-west portion of the City of Manteca and in unincorporated San Joaquin County, east of State Route (SR) 5. The project is located in San Joaquin County, California, located along the western frontages of APNs 198-03-025 and 198-03-026. The site is bound by Interconnect Drive to the north, a South San Joaquin Irrigation District (SSJID) irrigation channel (i.e. Ditch #3) to the south, and vacant land to the east and west. Surrounding land uses include light industrial and vacant land uses to the east, north, and west, and agricultural land uses to the south.

The project site currently contains vacant land. A detention basin is located in the south-central portion of the project site. The project site is bordered by an irrigation channel (SSJID Ditch #3) that runs along the southern boundary of the project site. There are no existing trees within the project site. The project site is generally flat, with an elevation range for the entire project site of approximately 19 to 30 feet above sea level.

Project Description: The proposed Intermodal Way Extension project (proposed project) by way of a Development Agreement Amendment would connect the constructed northern portion of Intermodal Way to the approved, but not yet constructed, portion of Intermodal Way along the western boundary of CenterPoint Container Yard 2. Intermodal Way is a partially constructed north-south connector road along the western boundary of the Northwest Airport Way Master Plan area. The northern portion of Intermodal Way has been constructed from the intersection of Roth Road and Intermodal Way to the southern property boundary of CenterPoint Container Yard 1. A southern portion of Intermodal Way has been approved along the western edge boundary of CenterPoint Container Yard 2. The extension of Intermodal Way (proposed project) would also require a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3.

Findings:

In accordance with the California Environmental Quality Act, the City of Manteca has prepared an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment. The Initial Study and Proposed Mitigated Negative Declaration reflect the independent judgment of City of Manteca staff. On the basis of the Initial Study, the City of Manteca hereby finds:

Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A Mitigated Negative Declaration has thus been prepared.

The Initial Study, which provides the basis and reasons for this determination, is attached and/or referenced herein and is hereby made a part of this document.

Signature

Date

Proposed Mitigation Measures:

The following Mitigation Measures are extracted from the Initial Study. These measures are designed to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level. A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP will describe actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements. Based on the analysis and conclusions of the Initial Study, the impacts of proposed project would be mitigated to less-than-significant levels with the implementation of the mitigation measures presented below.

AGRICULTURE AND FORESTRY RESOURCES

Mitigation Measure AG-1: *Prior to the conversion of important farmland on the project site, the project applicant shall participate in the City's agricultural mitigation fee program and the SJMSCP by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the City's program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation.*

AIR QUALITY

Mitigation Measure AIR-1: *Prior to issuance of grading permits, as applicable, the project applicant shall provide information to the City of Manteca describing the methods by which the following measures will be complied with:*

- *Off-road equipment used onsite shall achieve a fleet-average emissions equal to or less than the Tier II emissions standard of 4.8 grams of NO_x per horsepower hour. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards. Tier II emission standards are set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.*
- *Construction equipment shall be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept on-site during construction.*
- *Onsite construction equipment shall not idle for more than 5 minutes in any one hour.*
- *Construction workers shall be encouraged to carpool to and from the construction site to the greatest extent practical. Workers shall be informed in writing and a letter shall be placed on file in the City office documenting efforts to carpool.*

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: *Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.*

CULTURAL RESOURCES

Mitigation Measure CLT-1: *During the initial phase of grading/excavation, the project proponent shall retain a qualified archaeologist to survey the site and monitor construction activities. If any prehistoric or historic artifacts, human remains or other indications of archaeological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.*
 - *If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*

If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.

GEOLOGY AND SOILS

Mitigation Measure GEO-1: *The project applicant shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the project site. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Manteca and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.*

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1: *Prior to grading activities in areas where TPH-D has been detected, the applicant shall conduct soil sampling to delineate the horizontal and vertical extent of the TPH-D in order to implement a soil remediation program. Soil remediation shall be conducted in accordance with California Department of Toxic Substances Control (DTSC) guidelines. Contaminated soil shall be excavated and disposed of at an approved disposal facility. Following excavation, confirmation sampling shall be conducted to confirm whether remaining soil meets acceptable applicable regulatory levels. The excavation shall be backfilled with clean soil.*

Mitigation Measure HAZ-2: *Prior to grading activities, any onsite wells or septic systems intended to be removed shall be destroyed under permit and inspection with San Joaquin County Environmental Health Department.*

NOISE

Mitigation Measure NOISE-1: *During project construction activities, the applicant shall require its construction contractors to adhere to the following noise attenuation requirements:*

- *Construction activities shall be limited to the hours between 7 a.m. to 8 p.m. daily. The City of Manteca Director of Public Works shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete).*
- *All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. If no noise-reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment.*

- *Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearest residence, unless safety or technical factors take precedence (e.g., an equipment breakdown).*
- *A 10-foot-high construction noise barrier shall be installed along the edge of the project site within 300 feet of any offsite residence prior to start of grading activities, as applicable. The noise barrier shall either be constructed of a minimum 0.5-inch plywood or utilize acoustical blankets with a minimum Sound Transmission Class of 12. The barrier shall remain in place until noise intensive aspects of construction are completed.*

TRIBAL AND CULTURAL RESOURCES

Implement Mitigation Measure CLT-1.

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Intermodal Way Extension Project

LEAD AGENCY NAME AND ADDRESS

City of Manteca – City Hall
1001 West Center Street
Manteca, CA 95337
(209) 456-8000

CONTACT PERSON AND PHONE NUMBER

Ryan Kelleher
725 South Figueroa Street, Suite 3005
Los Angeles, California 90017
(949) 281-9912
rkelleher@centerpoint.com

PROJECT LOCATION AND SETTING

The Intermodal Way Extension project site (project site) is located in the north-west portion of the City of Manteca and in unincorporated San Joaquin County, east of State Route (SR) 5. The project is located in San Joaquin County, California, located along the western frontages of APNs 198-03-025 and 198-03-026. The site is bound by Interconnect Drive to the north, a South San Joaquin Irrigation District (SSJID) irrigation channel (i.e. Ditch #3) to the south, and vacant land to the east and west. Surrounding land uses include light industrial and vacant land uses to the east, north, and west, and agricultural land uses to the south.

The project site currently contains vacant land. A detention basin is located in the south-central portion of the project site. The project site is bordered by an irrigation channel (SSJID Ditch #3) that runs along the southern boundary of the project site. There are no existing trees within the project site. The project site is generally flat, with an elevation range for the entire project site of approximately 19 to 30 feet above sea level.

See Figures 1 and 2 for the regional location and the project vicinity. The site location is shown in Figure 3.

PROJECT DESCRIPTION

The proposed Intermodal Way Extension project (proposed project) by way of a Development Agreement Amendment would connect the constructed northern portion of Intermodal Way to the approved, but not yet constructed, portion of Intermodal Way along the western boundary of CenterPoint Container Yard 2. Intermodal Way is a partially constructed north-south connector road along the western boundary of the Northwest Airport Way Master Plan area. The northern portion of Intermodal Way has been constructed from the intersection of Roth Road and Intermodal Way to the southern property boundary of CenterPoint Container Yard 1. A southern portion of Intermodal Way has been approved along the western edge boundary of CenterPoint Container Yard 2.

The extension of Intermodal Way (proposed project) would also require a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3.

PROJECT BACKGROUND

An Environmental Impact Report (EIR) was prepared for the Northwest Airport Way Master Plan area (State Clearinghouse # 2010022024) in 2010. An EIR Addendum was completed for CenterPoint Container Yard 2 in April 2019. The Northwest Airport Way Master Plan is an adjacent master plan area that guides the development of adjacent industrial uses, community commercial uses, and associated site improvements on 390 acres. The Northwest Airport Way Master Plan is located to the east, south, and north of the project site.

The City of Manteca Planning Commission approved CenterPoint Container Yard 2, but placed restrictions on the hours of operation due to concerns regarding noise and traffic on Airport Way from nearby residents. The applicant (CenterPoint) appealed the decision of the Planning Commission to the City Council, and the City Council placed further restrictions on the hours of operation of Container Yard 2.

Through a Memorandum of Understanding and a proposed Development Agreement Amendment, the City agreed to waive the Container Yard 2 Operating Hours Restrictions and issue a building permit for Container Yard 2, if the developer agreed to undertake the construction of the proposed project, which is on land currently owned by the Union Pacific Rail Road (UPRR) Company.

PROJECT HISTORY AND CALIFORNIA ENVIRONMENTAL QUALITY ACT PROCESS

Overview of May 2020 IS/MND Process

An Initial Study with a proposed Mitigated Negative Declaration (IS/MND) was prepared in May 2020 for the project and was posted to the City of Manteca's website for public review and consideration. Pursuant to Sections 15072 and 15073 of the State California Environmental Quality Act (CEQA) Guidelines, the IS/MND and a Notice of Intent (NOI) for the project were distributed for a 30-day public review period from May 29, 2020 through June 29, 2020.

The May 2020 IS/MND was sent to the State Clearinghouse and Planning Unit (State Clearinghouse); responsible and trustee agencies; organizations and interested parties. The NOI was published in the local newspaper. An electronic copy of the IS/MND was available for viewing and downloading online at the City of Manteca website.

Comments were received during the public review period from agencies and the public. As discussed further below, written responses to all comments received on the May 2020 IS/MND will be prepared after the close of the public review period for this Recirculated IS/MND.

Recirculated IS/MND CEQA Process

Pursuant to Section 15073.5 of the State CEQA Guidelines, since the new mitigation measures and revisions to the traffic modeling added to the IS/MND are considered "substantial revisions," a Recirculated IS/MND has been prepared to disclose new information. Section 15073.5 of the State CEQA Guidelines states:

- (a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.

- (b) A “substantial revision” of the negative declaration shall mean:
- (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
 - (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

Accordingly, this Recirculated IS/MND has been prepared because the project would meet the criterion described under Section 15073.5(b)(1) above, and this results in substantial revisions to the May 2020 IS/MND after its public review period but prior to its adoption as per Section 15073.5(a) above.

The Recirculated IS/MND discloses the environmental impacts that would result from the project and describes new mitigation measures that would reduce all new and/or increased impacts to a less than significant level. As discussed in the Recirculated IS/MND, there would be less than significant impacts after implementation of all mitigation measures, including those new measures added to this Recirculated IS/MND. Therefore, an MND is the appropriate CEQA documentation for the project. The changes identified in the Recirculated IS/MND and its associated technical appendices replace and supersede the May 2020 IS/MND.

A Notice of Intent to Adopt a Recirculated Mitigated Negative Declaration (NOI) was mailed to the State Clearinghouse and affected responsible and trustee agencies and interested organizations and individuals. The Recirculated IS/MND and associated technical reports are available online at the City of Manteca website.

There will be a 30-day public review period for the Recirculated IS/MND, meeting the requirements of Section 15073 of the State CEQA Guidelines. In reviewing the Recirculated IS/MND, the reviewer should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment and ways in which the potentially significant effects of the project are avoided or lessened. Comments or questions on this Recirculated IS/MND can be sent in writing, either by U.S. mail to Associate Planner Mallorie Fenrich at 1001 West Center Street, Manteca, CA 95337 or by email to mfenrich@ci.manteca.ca.us.

In accordance with Section 15074 of the State CEQA Guidelines, prior to approving the project, the City of Manteca City Council will consider the proposed Recirculated IS/MND together with any comments received during the public review periods. The City Council will adopt the proposed MND and approve the project only if it finds that there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the independent judgment and analysis of the City Council.

Summary of Recirculated IS/MND Findings

This Recirculated IS/MND sets forth new mitigation measures (MMs) that will lessen or avoid potentially significant impacts on the environment. The City of Manteca will confirm that all MMs are included in the Contractor Specifications and bid documents, as appropriate, and verified as part of the Mitigation Monitoring and Reporting Program (MMRP). Prior to mitigation, implementation of the project would result in potentially significant impacts to Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Tribal Cultural Resources. Implementation of MMs, as detailed in the Recirculated IS/MND, will reduce the potentially significant impacts related to

these topical areas to a less than significant level. There would be no impact or less than significant impacts for all other topical areas. It is noted that MMs AIR-1, HAZ-1, and NOISE-1 presented herein are new mitigation measures identified in this Recirculated IS/MND.

Summary of Changes to the May 2020 IS/MND

The discussion below provides a summary of the substantive changes to the May 2020 IS/MND, organized by topic, with a reference to the primary section(s) of this Recirculated IS/MND addressing the change. Substantive changes include, but are not limited to: supporting data; new mitigation measures; and/or impact conclusions. Grammatical or editorial changes, or updates to reference documents that do not affect the analysis or conclusions of the IS/MND, are not considered substantive changes and are not listed below. It is noted that while some of the revisions discussed herein are a result of public comments on the May 2020 IS/MND, individual responses to all comments received on both the May 2020 IS/MND and this Recirculated IS/MND will be prepared subsequent to the issuance of the NOI and public review period for this Recirculated IS/MND. All comments received on both IS/MNDs, and written responses to these comments, will be provided as part of the information to be considered in whether to approve the proposed project and adopt the IS/MND.

Air Quality

Mitigation Measure AIR-1 was added under this topic to incorporate additional construction-related best practices. Mitigation Measure AIR-1 provides mitigation during the project's construction phase to reduce construction-related construction emissions. Based on this addition, impacts associated with this topic were modified from a "less than significant impact" to a "less than significant with mitigation incorporated" impact. Additional minor textual changes were also made to this topic, for the sake of clarity.

Hazards and Hazardous Materials

Mitigation Measure HAZ-1 was included under this topic. Mitigation Measure HAZ-1 requires additional analysis of project site soil in areas where compounds of concern have been detected. Based on this change, impacts associated with this topic for impacts a) and b) were modified from a "less than significant impact" to a "less than significant with mitigation incorporated" impact. Additional minor textual changes were also made to this topic, for the sake of clarity.

Noise

Mitigation Measure NOISE-1 was included under this topic. Mitigation Measure NOISE-1 provides mitigation during the project construction phase to require the construction contractors to adhere to additional specific noise attenuation requirements. Based on this addition, impacts associated with this topic under impact a) was modified from a "less than significant impact" to a "less than significant with mitigation incorporated" impact.

Transportation

Based on discussion with the City of Manteca subsequent to the release of the May 2020 IS/MND, Fehr & Peers (the traffic consultant) refined the traffic model for the analysis contained in this (i.e. Recirculated) IS/MND, to incorporate technical modeling refinements and improvements. The Transportation section of the IS/MND has been updated (along with Appendix A of this IS/MND), based on the updated modeling results (i.e. VMT and LOS data) prepared by Fehr & Peers. No mitigation was added to this environmental topic, and it remains a "less than significant impact" in this Recirculated IS/MND.

GENERAL PLAN AND ZONING DESIGNATIONS

The project site is designated Light Industrial (LI) by the Manteca General Plan Land Use Map. According to the City of Manteca 2023 General Plan, the LI designation provides for industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses and similar and compatible uses.

The bulk of the project is currently located in unincorporated San Joaquin County, while the remaining portion is currently located in the City of Manteca. However, the entirety of project site is anticipated to be annexed into the Manteca city limits prior to project development, as part of the Northwest Airport Way Master Plan (a previously approved project located adjacent to the proposed project). These annexations are intended to prevent the creation of “unincorporated islands” within the city limits as a result of Northwest Airport Way Master Plan implementation. These annexations are not part of the proposed project.

The portion of the project site that is currently located in the unincorporated county is zoned General Agriculture (AG-40) by the San Joaquin County Zoning Map. The remaining portion (located in Manteca) is zoned MP – Master Plan for the City of Manteca Zoning Map.

The AG-40 zone was established to preserve agricultural lands for the continuation of commercial agriculture enterprises. Minimum parcel sizes within the AG Zone are 20, 40, 80 or 160 acres, as specified by the precise zoning.

The purpose of the MP - Master Plan Zoning District is to establish a process for the consideration and regulation of areas suitable for proposed comprehensive development with detailed development plans and of those areas that require special planning.

The existing General Plan land uses are shown and the zoning designations are shown on Figure 4. Although a General Plan Amendment and pre-zoning approvals are anticipated to occur prior to the implementation of the proposed project (to facilitate project development, as provided in the Northwest Airport Way Master Plan EIR), they would not occur as part of the proposed project.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

The City of Manteca is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050.

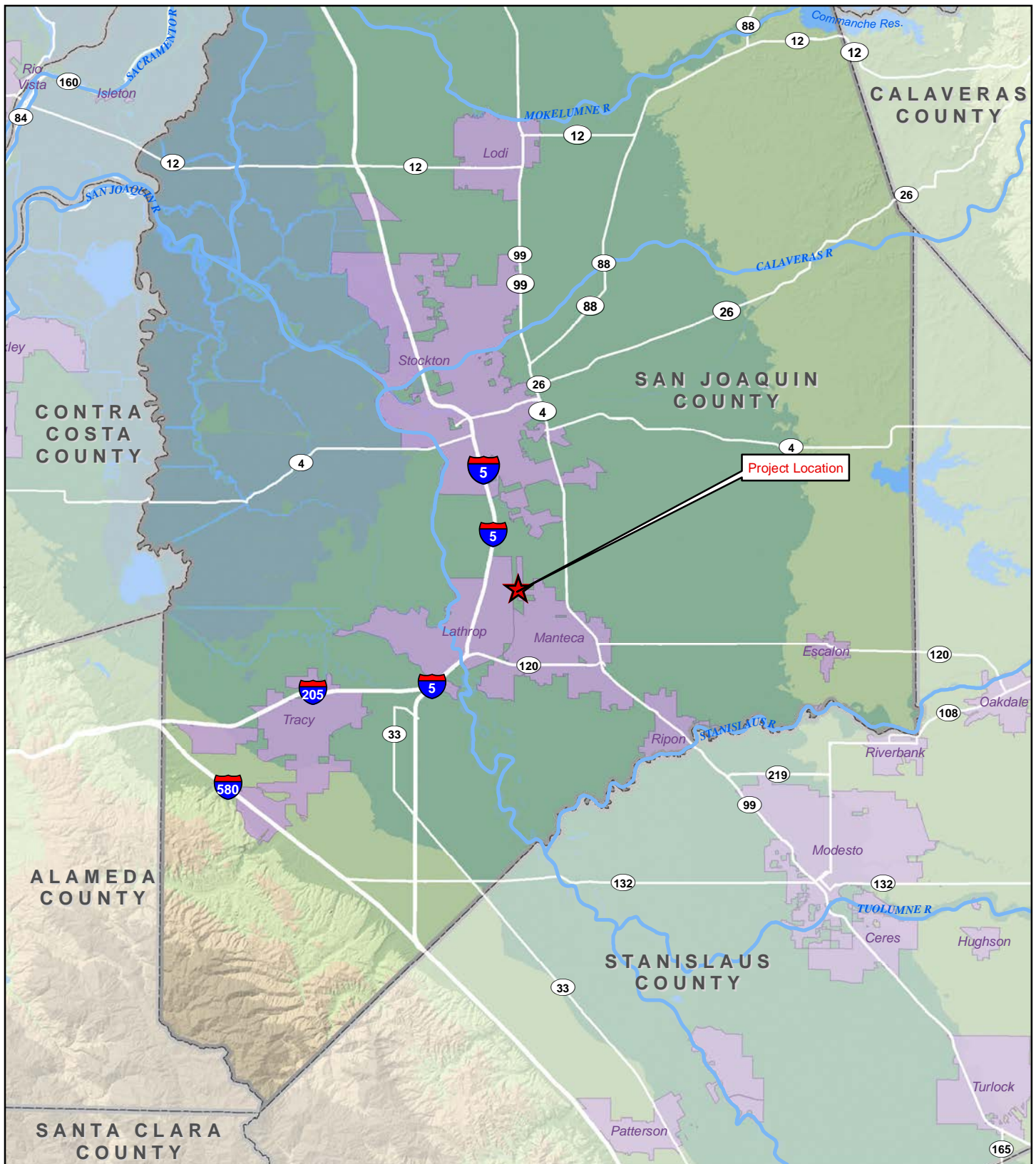
This document will be used by the City of Manteca to take the following actions:

- Adoption of the Mitigated Negative Declaration (MND);
- Adoption of the Mitigation Monitoring and Reporting Program;
- City review and approval of the proposed Grading and Improvement Plans.




The following agencies may be required to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;

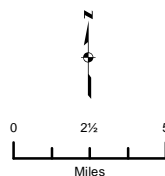
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Approval of construction-related air quality permits;
- San Joaquin Council of Governments (SJCOG) – Review of project application to determine consistency with the San Joaquin County Multi-Species Habitat, Conservation, and Open Space Plan (SJMSCP).



Legend

-  Project Location
-  County Boundary
-  City Area

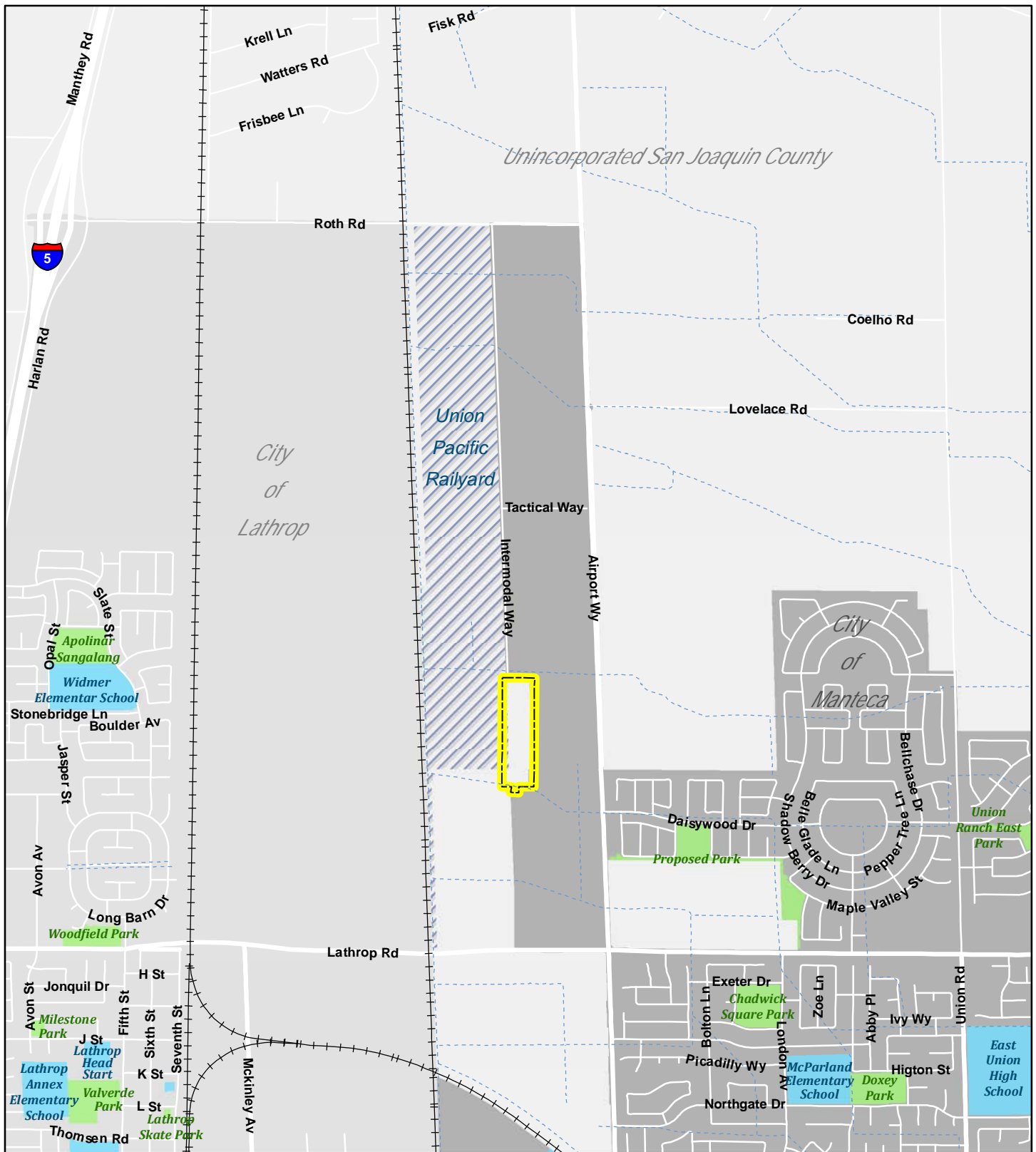
Sources: CalAtlas; California County GIS Departments.
Map date: April 28, 2020.



INTERMODAL WAY EXTENSION

Figure 1. Regional Location Map

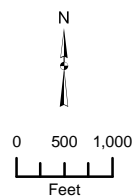
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Legend

- Project Boundary
- City of Lathrop
- City of Manteca
- Unincorporated San Joaquin County
- Union Pacific Railyard
- School
- Park
- Union Pacific Railroad Main Line
- Drainage Canal or Ditch

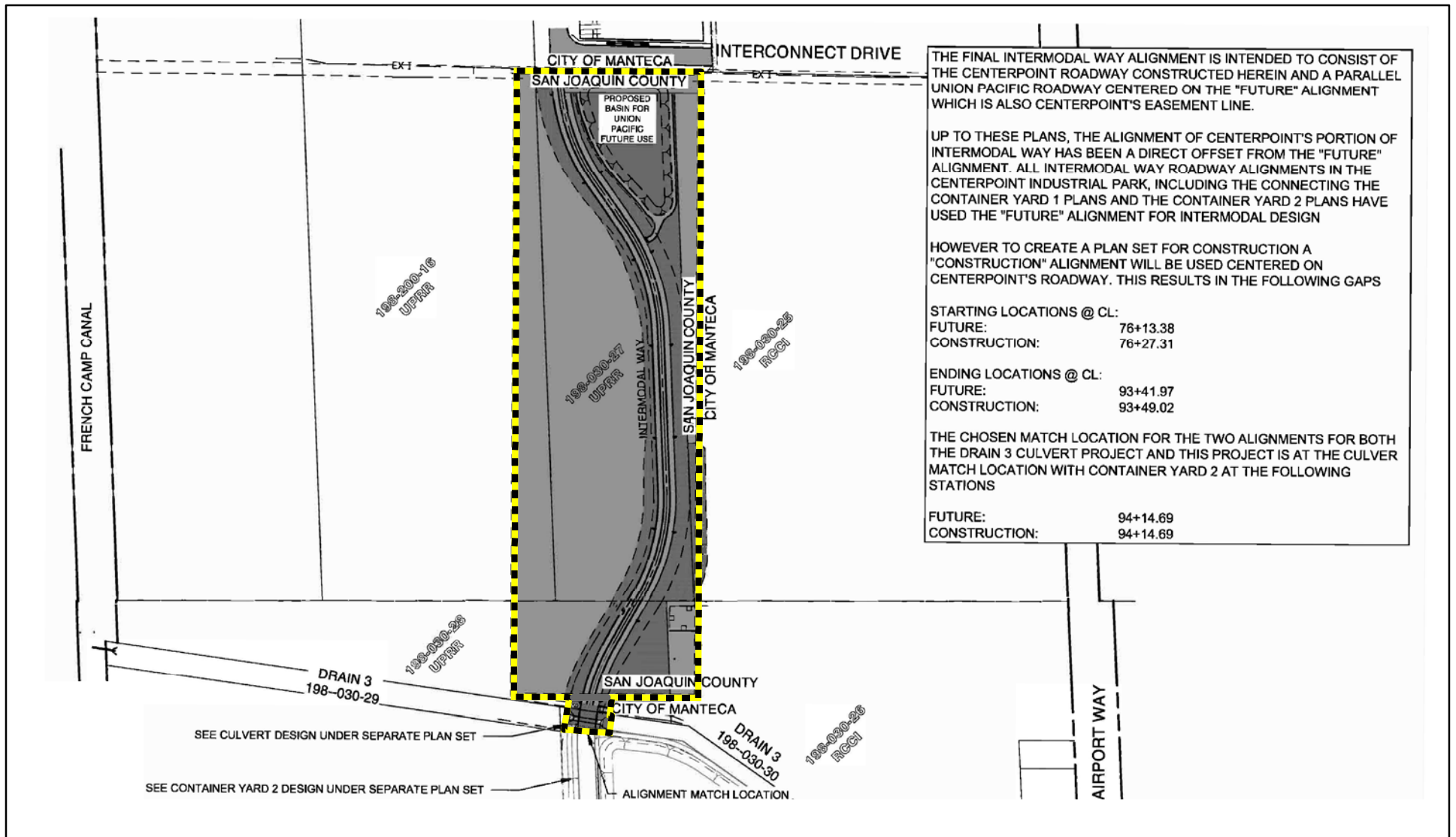
Sources: San Joaquin County GIS; CalTrans. Map date: May 2 2020.



INTERMODAL WAY EXTENSION

Figure 2. Project Vicinity Map

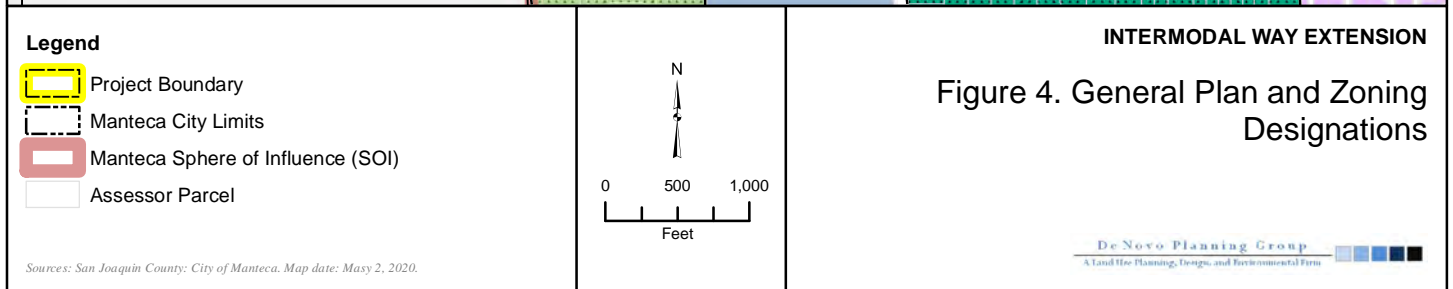
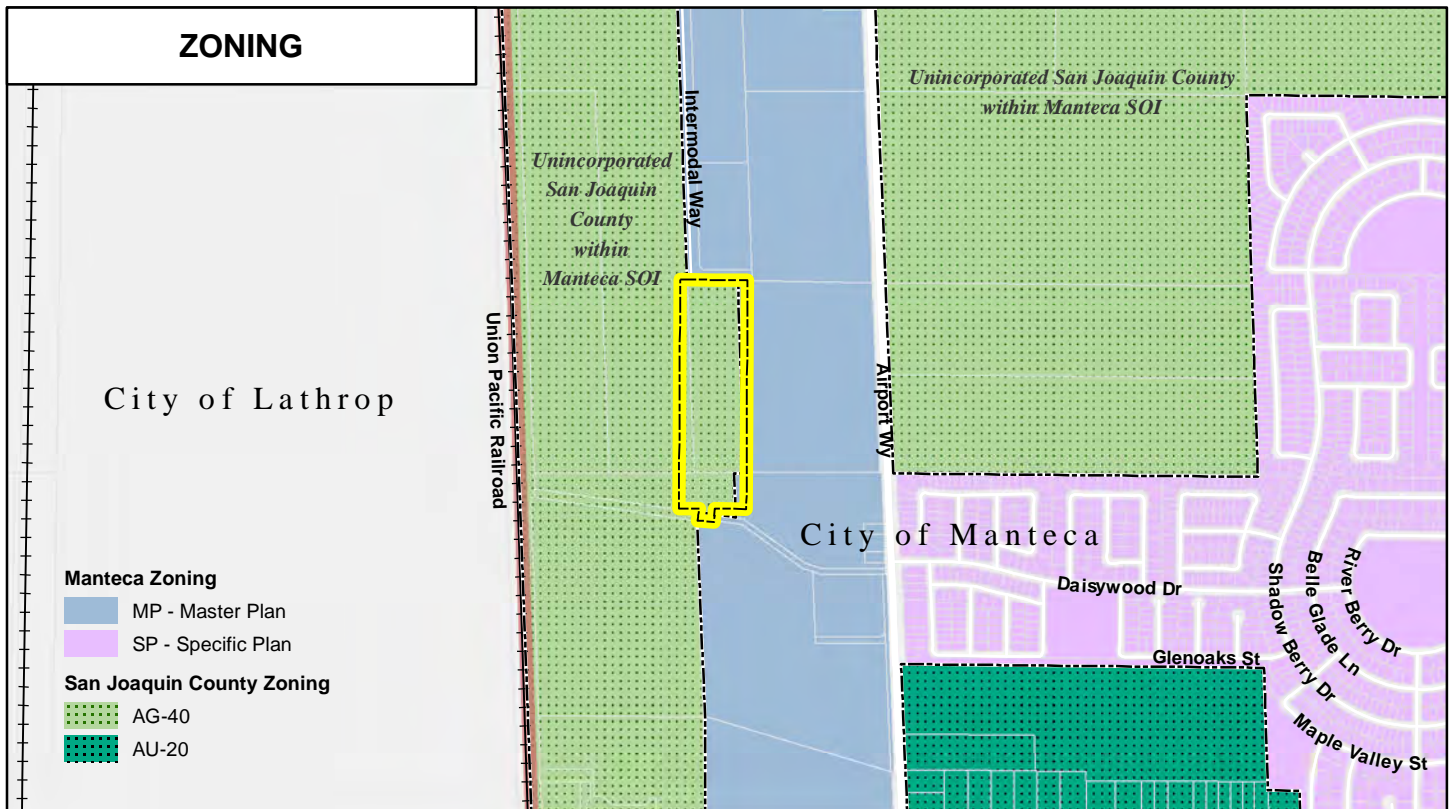
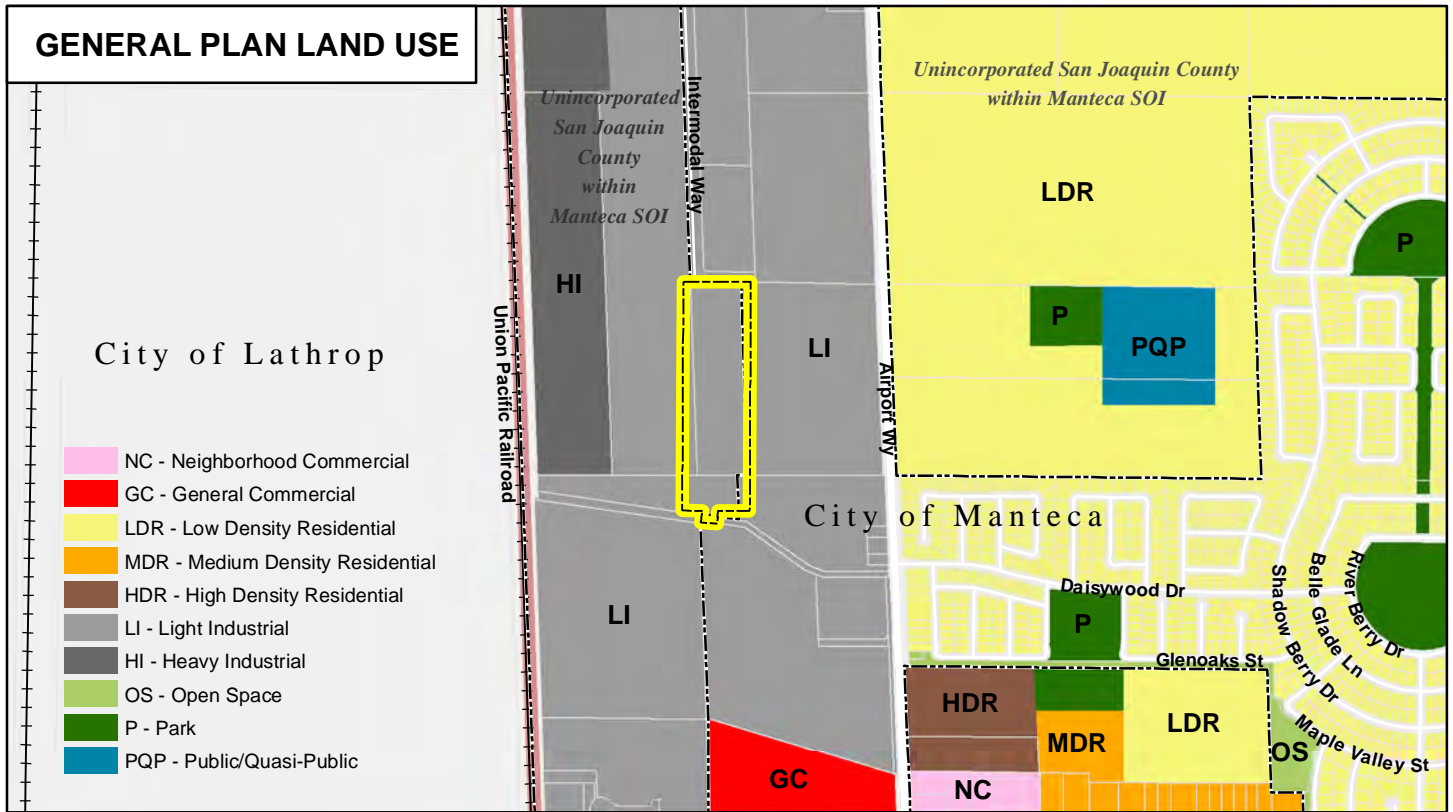
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INTERMODAL WAY EXTENSION

Figure 3. Site Plan

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental factors listed below would have potentially significant impacts as a result of development of this project, as described on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gasses		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire		Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Responses to Checklist Questions

Responses a), c): The City of Manteca General Plan does not specifically designate any scenic viewsheds within the city. The existing Manteca General Plan does, however, note Manteca's scenic environmental resources including the San Joaquin River environment, and scenic vistas of the Coast Range and the Sierra.

For analysis purposes, a scenic vista can be discussed in terms of a foreground, middleground, and background viewshed. The middleground and background viewshed is often referred to as the broad viewshed. Examples of scenic vistas can include mountain ranges, valleys, ridgelines, or water bodies from a focal point of the forefront of the broad viewshed, such as visually important trees, rocks, or historic buildings. An impact would generally occur if a project would change the view to the middle ground or background elements of the broad viewshed, or remove the visually important trees, rocks, or historic buildings in the foreground.

The proposed project will not significantly disrupt middleground or background views from public viewpoints. Moreover, the proposed project would not result in noticeable changes to the foreground views from the public viewpoint, since the proposed project is an infrastructure/roadway project. In addition to the roadway, the proposed project includes the installation of a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3.

Upon build-out, the project would be of similar visual character to nearby and adjacent developments (such as existing roadways and light industrial uses nearby). For motorists travelling along nearby roadways, such as Airport Way, the project would blend into existing and future development and would not present unexpected or otherwise unpleasant aesthetic values within the general project vicinity. Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Response b): The project site is not located within view of a state scenic highway. Only one highway section in San Joaquin County is listed as a Designated Scenic Highway by the Caltrans Scenic Highway Mapping System; the segment of Interstate 580 from Interstate 5 to State Route 205. The City of Manteca is not visible from this roadway segment. Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Implementation of the proposed project would have ***no impact*** relative to this topic.

Response d): The project site contains no existing lighting. There is a potential for the proposed project to create new sources of light, but not glare. Examples of lighting would include construction lighting, and street lighting. However, nighttime construction activities are not anticipated to be required as part of on-site roadway construction. Operational light sources from street lighting may be required to provide for safe travel. All street lighting would have to comply with the City of Manteca lighting standards. Section 17.50.060 of the Manteca Municipal Code identifies general lighting standards for light shielding, illumination levels, and nuisance prevention. Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

II. AGRICULTURE AND FORESTRY RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		X		
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?		X		
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?		X		

Responses to Checklist Questions

Responses a), b): The project site includes land designated as Farmland of Local Importance (central portion of the project site), Farmland of Statewide Importance (northern portion of the project site), and Urban and Built-Up land (southern portion of the project site), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (California Department of Conservation, 2018). However, although the project site is zoned for agricultural use, it is not under a Williamson Act contract (California Department of Conservation, 2018).

The project site is designated as LI by the Manteca General Plan Land Use Map and a portion of the project site is currently zoned General Agriculture (AG-40) by the San Joaquin County Zoning Map. However, it is anticipated that the proposed project would be incorporated into the City of Manteca city limits as part of the Northwest Airport Way Master Plan, prior to project development, which would replace the existing agricultural zoning from portion of the project site currently located in unincorporated San Joaquin County. The proposed project is subject to the City's agricultural mitigation fee program and the SJMSCP. The project proponent will be required to pay the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the City's program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation. With implementation of the following mitigation measure the proposed project would be reduced to a ***less than significant*** impact relative to this issue.

Mitigation Measure(s)

Mitigation Measure AG-1: Prior to the conversion of important farmland on the project site, the project applicant shall participate in the City's agricultural mitigation fee program and the SJMSCP by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid

toward the City's program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation.

Response c): The project site is not forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526). The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland. Implementation of the proposed project would have ***no impact*** relative to this issue.

Response d): The project site is not forest land. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Implementation of the proposed project would have ***no impact*** relative to this issue.

Response e): The project site does not contain forest land, and there is no forest land in the vicinity of the project site. The project site is designated LI and will result in a conversion of the land that is currently zoned as agricultural land to non-farmland. However, the proposed project would be annexed into the City limits and rezoned as part of a previously approved project (the Northwest Airport Way Master Plan), prior to implementation of the proposed project. This is consistent with the General Plan. The proposed project does not involve any other changes in the existing environment not disclosed under the previous responses which, due to their location or nature, could result in conversion of farmland, to non-agricultural use, or conversion of forest land to non-forest use. With implementation of Mitigation Measure AG-1, the proposed project would have a ***less than significant*** impact relative to this issue.

III. AIR QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X		

Existing Setting

The project site is located within the San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

Responses to Checklist Questions

Responses a), b): Air quality emissions would be generated during construction of the proposed project. However, unlike a development project, an infrastructure/roadway project does not have a traditional daily trip generation (Fehr & Peers, 2020); the traffic consultant, Fehr & Peers, have identified the overall traffic would be reduced with implementation of the proposed project (see *Section XVII. Transportation* of this IS/MND for further detail). Therefore, the proposed project would have a less than significant impact with regard to operational emissions. Further discussion of construction-related air quality impacts is provided below.

The SJVAPCD's approach to analysis of construction impacts is to require implementation of effective and comprehensive control measures, rather than to require detailed quantification of emission concentrations for modeling of direct impacts. PM₁₀ emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM₁₀ emissions from construction activities. The SJVAPCD has determined that, on its own, compliance with Regulation VIII for all sites and implementation of all other control measures indicated in Tables 6-2 and 6-3 of the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (as appropriate) would constitute sufficient mitigation to reduce construction PM₁₀ impacts to a level considered less than significant.

Construction would result in numerous activities that would generate dust. The fine, silty soils in the project area and often strong afternoon winds exacerbate the potential for dust, particularly in the summer months. Impacts would be localized and variable. Construction impacts would last for a period of a few weeks to a few months. The initial phase of project construction would involve grading and site preparation activities, followed by paving. Construction activities that

could generate dust and vehicle emissions are primarily related to grading, soil excavation, and other ground-preparation activities.

Control measures are required and enforced by the SJVAPCD under Regulation VIII. The SJVAPCD considers construction-related emissions from all projects in this region to be mitigated to a less than significant level if SJVAPCD-recommended PM₁₀ fugitive dust rules and equipment exhaust emissions controls are implemented. The proposed project would be required to comply with all applicable measures from SJVAPCD Rule VIII. In addition, the proposed project would also implement Mitigation Measure AIR-1. Therefore, with implementation of Mitigation Measure AIR-1, the proposed project would have a ***less than significant*** impact related to the potential to conflict with or obstruct implementation of the applicable air quality plan, or to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Mitigation Measure

Mitigation Measure AIR-1: Prior to issuance of grading permits, as applicable, the project applicant shall provide information to the City of Manteca describing the methods by which the following measures will be complied with:

- *Off-road equipment used onsite shall achieve a fleet-average emissions equal to or less than the Tier II emissions standard of 4.8 grams of NO_x per horsepower hour. This can be achieved through any combination of uncontrolled engines and engines complying with Tier II and above engine standards. Tier II emission standards are set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations.*
- *Construction equipment shall be properly maintained at an offsite location; maintenance shall include proper tuning and timing of engines. Equipment maintenance records and data sheets of equipment design specifications shall be kept on-site during construction.*
- *Onsite construction equipment shall not idle for more than 5 minutes in any one hour.*
- *Construction workers shall be encouraged to carpool to and from the construction site to the greatest extent practical. Workers shall be informed in writing and a letter shall be placed on file in the City office documenting efforts to carpool.*

Response c): Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The closest sensitive receptors are located at an existing age-restricted “55+” residential community, approximately 0.2 miles to the east of the project site. Based on the residential community’s characteristics, the community contains sensitive receptors. However, the proposed project is not anticipated to increase operational air emissions on this community, since ADT is not anticipated to increase along the nearest roadways (e.g. Airport Way and Lathrop Road) due to implementation of the proposed project (see *Section XVII. Transportation* of this IS/MND for further detail on traffic changes due to the proposed project by road segment). Additionally, as also provided in *Section XVII. Transportation* of this IS/MND, overall Vehicle Miles Travelled (VMT) would be reduced with implementation of the proposed project, compared with the existing conditions. While it is possible that truck traffic could increase due to development of future projects in the vicinity of the project site, the proposed project itself would not generate additional truck or other traffic, other than construction vehicles during the construction phase that would be minor and temporary. Therefore, potential impacts associated with operational air

emissions are anticipated to be reduced at neighboring residential communities (including the nearby 55+ residential community) with implementation of the proposed project. Separately, the nearest school is located greater than 0.25 miles away from the project site.

Air emissions would be generated primarily during the construction phase of the project. The construction phase of the project would be temporary and short-term, and the implementation of all State, Federal, and SJVAPCD requirements would greatly reduce pollution concentrations generated during construction activities. As described under Response b), the SJVAPCD considers construction-related emissions from all projects in this region to be mitigated to a less than significant level if SJVAPCD-recommended PM₁₀ fugitive dust rules and equipment exhaust emissions controls are implemented. The proposed project would be required to comply with all applicable measures from SJVAPCD Rule VIII. Therefore, dust from construction of the proposed project would be reduced and would be consistent with SJVAPCD guidance on this topic.

Therefore, implementation of the proposed project would not expose these sensitive receptors to substantial pollutant concentrations, including but not limited to the existing age-restricted community that is located approximately 0.2 miles to the east of the project site.

As described under Response a) – b) above, the proposed project would not generate significant concentrations of air emissions. Therefore, with implementation of Mitigation Measure AIR-1, impacts to sensitive receptors would be negligible and this is a ***less than significant*** impact.

Response d): The proposed project would not generate objectionable odors that would adversely affect substantial numbers of people. People in the immediate vicinity of construction activities may be subject to temporary odors typically associated with construction activities (diesel exhaust, hot asphalt, etc.). However, any odors generated by construction activities would be minor and would be short and temporary in duration. Additionally, as previously described under Response c), the proposed project is not anticipated to increase operational air emissions on this community, since average daily traffic (ADT) is not anticipated to increase along the nearest roadways (e.g. Airport Way and Lathrop Road) due to implementation of the proposed project (see *Section XVII. Transportation* of this IS/MND for further detail on traffic changes due to the proposed project by road segment). Additionally, as also provided in *Section XVII. Transportation* of this IS/MND, overall Vehicle Miles Travelled (VMT) are anticipated to be reduced with implementation of the proposed project, compared with the existing conditions.

Examples of facilities that are known producers of operational odors include: Wastewater Treatment Facilities, Chemical Manufacturing, Sanitary Landfill, Fiberglass Manufacturing, Transfer Station, Painting/Coating Operations (e.g. auto body shops), Composting Facility, Food Processing Facility, Petroleum Refinery, Feed Lot/Dairy, Asphalt Batch Plant, and Rendering Plant. If a project would locate receptors and known odor sources in proximity to each other further analysis may be warranted; however, if a project would not locate receptors and known odor sources in proximity to each other, then further analysis is not warranted.

The project does not include any of the aforementioned uses. Additionally, construction activities would be temporary and minor, and average daily traffic along the roadways nearest to the neighboring residential communities (such as the nearby 55+ residential community) not increase compared to the existing condition. As such, with implementation of Mitigation Measure AIR-1, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

IV. BIOLOGICAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

Regional Setting

The City of Manteca is located in the western portion of the Great Valley Geomorphic Province of California. The Great Valley Province is a broad structural trough bounded by the tilted block of the Sierra Nevada on the east and the complexly folded and faulted Coast Ranges on the west. The San Joaquin River is located just south and west of the City. This major river drains the Great Valley Province into the San Joaquin Delta to the north, ultimately discharging into the San Francisco Bay to the northwest.

The City of Manteca is located within the San Joaquin Valley Bioregion, which is comprised of Kings County, most of Fresno, Kern, Merced, and Stanislaus counties, and portions of Madera, San Luis Obispo, and Tulare counties. The San Joaquin Valley Bioregion is the third most populous out of ten bioregions in the state, with an estimated 2 million people. The largest cities are Fresno, Bakersfield, Modesto, and Stockton. Interstate 5 and State Route 99 are the major north-south roads that run the entire length of the bioregion. Habitat in the bioregion includes vernal pools, valley sink scrub and saltbush, freshwater marsh, grasslands, arid plains, orchards, and oak savannah. Historically, millions of acres of wetlands flourished in the bioregion, but stream diversions for irrigation dried all but about five percent. Remnants of the wetland habitats are

protected in this bioregion in publicly owned parks, reserves, and wildlife areas. The bioregion is considered the state's top agricultural producing region with the abundance of fertile soil.

The region has a Mediterranean climate that is subject to cool, wet winters (often blanketed with fog) and hot, dry summers. The average annual precipitation is approximately 13.81 inches. Precipitation occurs as rain most of which falls between the months of November through April, peaking in January at 2.85 inches. The average temperatures range from December lows of 37.5 F to July highs of 94.3 F.

The project site is relatively flat. Topographic features within the project site include a detention basin in the south-central portion of the project site. Elevation ranges from approximately 19 to 30 feet above mean sea level. Other than the SSJID channel at the southern end of the project site, there are no other water bodies within the project site.

Vegetation on the project site consists of primarily of ruderal disturbed, with a small amount of developed/disturbed vegetation. Agricultural and ruderal vegetation found on the project site provides habitat for both common and a few special-status wildlife populations. For example, some commonly observed wildlife species in the region include: California ground squirrel (*Spermophilus beecheyi*), California vole (*Microtus californicus*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), red-tailed hawk (*Buteo jamaicensis*), northern harrier (*Circus cyaneus*), American kestrel (*Falco sparverius*), white-tailed kite (*Elanus leucurus*), American killdeer (*Charadrius vociferus*), gopher snake (*Pituophis melanoleucus*), garter snake (*Thamnophis species*), and western fence lizard (*Sceloporus occidentalis*), as well as many native insect species. There are also several bat species in the region. Bats often feed on insects as they fly over agricultural and natural areas.

Locally common and abundant wildlife species are important components of the ecosystem. Due to habitat loss, many of these species must continually adapt to using agricultural, ruderal, and ornamental vegetation for cover, foraging, dispersal, and nesting.

Responses to Checklist Questions

Response a): The following discussion is based on a reconnaissance-level field survey conducted in April 2020, and background search of special-status species that are documented in the California Natural Diversity Database (CNDDB). The background search was regional in scope and focused on the documented occurrences within 9-quad of the project site. Table BIO-1 provides a list of special-status plants and animals that occur within a 9-quad radius of the project site.

TABLE BIO-1: SPECIAL-STATUS WILDLIFE WHICH MAY OCCUR WITHIN THE PROJECT SITE'S 9-QUAD RADIUS

SPECIES	STATUS (FED/CA/ SJMSCP)	GEOGRAPHIC DISTRIBUTION	HABITAT REQUIREMENTS
INVERTEBRATES			
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	T/--/Yes	Central Valley, central and south Coast Ranges from Tehama County to Santa Barbara County. Isolated populations also in Riverside County	Common in vernal pools; they are also found in sandstone rock outcrop pools
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	E/--/Yes	Shasta County south to Merced County	Vernal pools and ephemeral stock ponds
Sacramento anthicid beetle <i>Anthicus sacramento</i>	--/--/No	Found in several locations along the Sacramento and San Joaquin rivers, from Shasta to San Joaquin counties, and at one site along the Feather River	Sand dune area, sand slipfaces among bamboo and willow, but may not depend on these plants.

SPECIES	STATUS (Fed/CA/ SJMSCP)	GEOGRAPHIC DISTRIBUTION	HABITAT REQUIREMENTS
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	T/--/Yes	Stream side habitats below 3,000 feet throughout the Central Valley	Riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant
Crotch bumble bee <i>Bombus crotchii</i>	--/C/--	California	Crotch's bumblebee inhabits grassland and scrub areas, requiring a hotter and drier environment than other bumblebee species, and can only tolerate a very narrow range of climatic conditions
Western bumble bee <i>Bombus occidentalis</i>	--/C/--	Historically broadly distributed in western North America. <i>Bombus occidentalis</i> occurs along the Pacific coast and western interior of North America, from Arizona, New Mexico and California, north through the Pacific Northwest and into Alaska	Rangewide, habitats for this species include open coniferous, deciduous and mixed-wood forests, wet and dry meadows, montane meadows and prairie grasslands, meadows bordering riparian zones, and along roadsides in taiga adjacent to wooded areas, urban parks, gardens and agricultural areas, subalpine habitats and more isolated natural areas
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	E/--/Yes	There are eight distributed populations of Conservancy fairy shrimp	Conservancy fairy shrimp inhabit rather large, cool-water vernal pools with moderately turbid water. The pools generally last until June. However, the shrimp are gone long before then. They have been collected from early November to early April
Linderiella occidentalis <i>California linderiella</i>	E/E/--	The California fairy shrimp is currently known from the Central Valley and Coast ranges of California	The California fairy shrimp has been documented on most land forms, geologic formations, and soil types supporting vernal pools in California
Lytta moesta <i>Moestan blister beetle</i>	--/--/Yes	These beetles are found in the Central Valley from Contra Costa County in the north to Tulare and Kern counties in the south	Information on this species is sparse, but some beetles were collected on filaree.
AMPHIBIANS			
California tiger salamander <i>Ambystoma californiense</i> (<i>A. tigrinum c.</i>)	T/SSC/Yes	Central Valley, including Sierra Nevada foothills, up to approximately 1,000 feet, and coastal region from Butte County south to northeastern San Luis Obispo County	Small ponds, lakes, or vernal pools in grass-lands and oak woodlands for larvae; rodent burrows, rock crevices, or fallen logs for cover for adults and for summer dormancy
California red-legged frog <i>Rana aurora draytoni</i>	T/SSC/Yes	Found along the coast and coastal mountain ranges of California from Marin County to San Diego County and in the Sierra Nevada from Tehama County to Fresno County	Permanent and semi-permanent aquatic habitats, such as creeks and cold-water ponds, with emergent and submergent vegetation. May estivate in rodent burrows or cracks during dry periods
Foothill yellow-legged frog <i>Rana boylei</i>	--/C/Yes	These frogs occupy the western Sierra Nevada north of the Monarch Divide (in Fresno County) and the eastern slope of the Sierra Nevada (east of the crest) from Inyo County, through Mono County (including the Glass Mountains), to areas north of Lake Tahoe	Typical habitat includes lakes, ponds, marshes, meadows, and streams at high elevations— typically ranging from about 4,500 to 12,000 feet, but can occur as low as about 3,500 feet in the northern portions of their range
Western spadefoot <i>Spea hammondi</i>	--/--/--	Ranges throughout the central valley of California as well as the coast south of San Jose and some parts of the desert.	Grassland, scrub and chaparral locally but can occur in oak woodlands.
BIRDS			
Burrowing owl <i>Athene cunicularia</i>	BCC/SSC/ Yes	Lowlands throughout California, including the Central Valley, northeastern plateau, southeastern deserts, and coastal areas. Rare along south coast	Level, open, dry, heavily grazed or low stature grassland or desert vegetation with available burrows

SPECIES	STATUS (Fed/CA/ SJMSCP)	GEOGRAPHIC DISTRIBUTION	HABITAT REQUIREMENTS
Cackling (=Aleutian Canada) goose <i>Branta hutchinsii leucopareia</i>	D/--/No	This species is native to North America.	It breeds in northern Canada and Alaska in a variety of tundra habitats.
California black rail <i>Laterallus jamaicensis coturniculus</i>	BCC/T/Yes	Permanent resident in the San Francisco Bay and east-ward through the Delta into Sacramento and San Joaquin Counties; small populations in Marin, Santa Cruz, San Luis Obispo, Orange, Riverside, and Imperial Counties	Tidal salt marshes associated with heavy growth of pickleweed; also occurs in brackish marshes or freshwater marshes at low elevations
California horned lark <i>Eremophila alpestris actia</i>	--/--/Yes	Resident in northern Baja California (south to about 30 degrees N latitude) and northward through California in the coast range north to Humboldt County and in the San Joaquin Valley, except the extreme southern end	Much habitat has been lost or degraded by agricultural development
Loggerhead shrike <i>Lanius ludovicianus</i>	BCC/SSC/Yes	Resident and winter visitor in lowlands and foothills throughout California. Rare on coastal slope north of Mendocino County, occurring only in winter	Prefers open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches
Song sparrow (Modesto Population) <i>Melospiza melodia</i>	BCC/SSC/Yes	Restricted to California, where it is locally numerous in the Sacramento Valley, Sacramento–San Joaquin River Delta, and northern San Joaquin Valley. Exact boundaries of range uncertain.	Found in emergent freshwater marshes dominated by tules (<i>Scirpus</i> spp.) and cattails (<i>Typha</i> spp.) as well as riparian willow (<i>Salix</i> spp.) thickets. They also nest in riparian forests of Valley Oak (<i>Quercus lobata</i>) with a sufficient understory of blackberry (<i>Rubus</i> spp.), along vegetated irrigation canals and levees, and in recently planted Valley Oak restoration sites.
Swainson's hawk <i>Buteo swainsoni</i>	BCC/T/Yes	Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley. Highest nesting densities occur near Davis and Woodland, Yolo County	Nests in oaks or cottonwoods in or near riparian habitats. Forages in grasslands, irrigated pastures, and grain fields
Merlin <i>Falco columbarius</i>	--/--/Yes	Does not nest in California. Rare but widespread winter visitor to the Central Valley and coastal areas	Forages along coastline in open grasslands, savannas, and woodlands. Often forages near lakes and other wetlands
Tricolored blackbird <i>Agelaius tricolor</i>	BCC/C (SSC)/Yes	Permanent resident in the Central Valley from Butte County to Kern County. Breeds at scattered coastal locations from Marin County south to San Diego County; and at scattered locations in Lake, Sonoma, and Solano Counties. Rare nester in Siskiyou, Modoc, and Lassen Counties	Nests in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Habitat must be large enough to support 50 pairs. Probably requires water at or near the nesting colony
Watershield <i>Brasenia schreberi</i>	--/--/No	It is widespread in North America, and is found in South and Central America, the West Indies, eastern Asia, Africa, and eastern Australia	Lacustrine (in lakes or ponds), riverine (in rivers or streams)
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	T (BCC)/E/Yes	Nests along the upper Sacramento, lower Feather, south fork of the Kern, Amargosa, Santa Ana, and Colorado Rivers	Wide, dense riparian forests with a thick understory of willows for nesting; sites with a dominant cottonwood overstory are preferred for foraging; may avoid valley oak riparian habitats where scrub jays are abundant
White-tailed kite <i>Elanus leucurus</i>		Open or cleared agricultural or range lands, natural shrublands and grasslands, lightly wooded areas	They can be found in the Central Valley and southern coastal areas, open land around Goleta including the Ellwood Mesa Open Space, marshes in Humboldt County, and also around the San Francisco Bay
Yellow-headed blackbird <i>Xanthocephalus</i>	--/SSC/Yes	Nests in freshwater emergent wetlands with dense vegetation and deep water. Often along borders of lakes or ponds.	Nests only where large insects such as odonatan are abundant, nesting timed with maximum emergence of aquatic insects.

SPECIES	STATUS (Fed/CA/ SJMSCP)	GEOGRAPHIC DISTRIBUTION	HABITAT REQUIREMENTS
Least Bell's vireo <i>Vireo bellii pusillus</i>	E/E/No	San Joaquin River refuge	Dense shrubs and small trees along rivers and streams.
FISH			
Delta smelt <i>Hypomesus transpacificus</i>	T/T/Yes	Primarily in the Sacramento–San Joaquin Estuary but has been found as far upstream as the mouth of the American River on the Sacramento River and Mossdale on the San Joaquin River; range extends downstream to San Pablo Bay	Occurs in estuary habitat in the Delta where fresh and brackish water mix in the salinity range of 2–7 parts per thousand
Hardhead <i>Mylopharodon conocephalus</i>	--/SSC/No	Tributary streams in the San Joaquin drainage; large tributary streams in the Sacramento River and the main stem	Resides in low to mid-elevation streams and prefer clear, deep pools and runs with slow velocities. They also occur in reservoirs
Central Valley steelhead <i>Oncorhynchus mykiss</i>	T/--/No	Sacramento River and tributary Central Valley rivers.	Occurs in well-oxygenated, cool, riverine habitat with water temperatures from 7.8°C to 18°C. Habitat types are riffles, runs, and pools.
Longfin smelt <i>Spirinchus thaleichthys</i>	--/SSC/Yes	Occurs in estuaries along the California coast. Adults concentrated in Suisun, San Pablo, and North San Francisco Bays	Prior to spawning, these fish aggregate in deepwater habitats available in the northern Delta, including, primarily, the channel habitats of Suisun Bay and the Sacramento River. Spawning occurs in fresh water on the San Joaquin River below Medford Island and on the Sacramento River below Rio Vista
MAMMALS			
Riparian brush rabbit <i>Sylvilagus bachmani riparius</i>	E/E/Yes	Limited to San Joaquin County at Caswell State Park near the confluence of the Stanislaus and San Joaquin Rivers and Paradise Cut area on Union Pacific right-of-way lands	Native valley riparian habitats with large clumps of dense shrubs, low-growing vines, and some tall shrubs and trees
American badger <i>Taxidea taxus</i>	--/SSC/Yes	In California, badgers occur throughout the state except in humid coastal forests of northwestern California in Del Norte and Humboldt Counties	Badgers occur in a wide variety of open, arid habitats but are most commonly associated with grasslands, savannas, mountain meadows, and open areas of desert scrub; the principal habitat requirements for the species appear to be sufficient food (burrowing rodents), friable soils, and relatively open, uncultivated ground
San Joaquin kit fox <i>Vulpes macrotis mutica</i>	E/T/Yes	Principally occurs in the San Joaquin Valley and adjacent open foothills to the west; recent records from 17 counties extending from Kern County north to Contra Costa County	Saltbush scrub, grassland, oak, savanna, and freshwater scrub
Pallid Bat <i>Antrozous pallidus</i>	--/--/No	Pallid bats range from southern British Columbia through Montana to central Mexico.	Pallid bats roost in a variety of places but favor rocky outcrops. They also occur in oak and pine forested areas and open farmland. Roosting sites are variable, depending on what is available. They can be found roosting in caves, rock crevices, mines, hollow trees, and buildings
San Joaquin Pocket Mouse <i>Perognathus inornatus</i>	--/--/Yes	Primarily Central Valley in California	Savanna, Grassland, Desert
REPTILES			
California glossy snake <i>Arizona elegans occidentalis</i>	--/--/No	Glossy snakes are most common in desert habitats but also occur in chaparral, sagebrush, valley-foothill hardwood, pine-juniper, and annual grass.	Primarily nocturnal, glossy snakes spend periods of inactivity during the day and during winter in mammal burrows and rock outcrops, and to a lesser extent under surface objects such as flat rocks and vegetation residue. Individuals occasionally burrow in loose soil.
Townsend's big-eared bat <i>Corynorhinus townsendii</i>	--/--/Yes	A broad range in western North America, from southern Canada to southern Mexico.	Oak-hickory forests

SPECIES	STATUS (Fed/CA/ SJMSCP)	GEOGRAPHIC DISTRIBUTION	HABITAT REQUIREMENTS
Western pond turtle <i>Emys marmorata</i>	--/--/No	Western pond turtles (also known as Pacific pond turtles and Pacific mud turtles) are native to the west coast and are found from Baja California, Mexico north through Klickitat County, Washington.	Western pond turtles use both aquatic and terrestrial habitats. They are found in rivers, lakes, streams, ponds, wetlands, vernal pools, ephemeral creeks, reservoirs, agricultural ditches, estuaries, and brackish waters.
Western mastiff bat <i>Eumops perotis californicus</i>	--/--/Yes	North America: arid and semiarid, rocky canyon country habitats	Woodland - Mixed, Cliff, Shrubland/chaparral, Suburban/orchard, Woodland - Conifer, Bare rock/talus/scree, Savanna, Woodland - Hardwood, Desert, Grassland/herbaceous
San Joaquin coachwhip <i>Masticophis flagellum ruddocki</i>	--/--/Yes	In the United States, their range extends as far west as the San Francisco Bay and as far east as the Coastal Plain of North Carolina.	Coachwhip snakes inhabit sites that are dry, open terrain. The species can be found in deserts, prairies, scrublands, juniper-grasslands, woodlands, thorn-forests, farmlands, creek valleys, chaparral, and, occasionally, swamplands.
Coast horned lizard <i>Phrynosoma blainvillii</i>	--/--/No	This lizard ranges throughout most of west-central and southwestern California	This lizard occurs in a variety of habitats, including scrubland, grassland, coniferous woods, and broadleaf woodlands
Giant gartersnake <i>Thamnophis gigas</i>	T/T/Yes	Historically the range included much of the floor of the Central Valley (Sacramento and San Joaquin valleys) of California, from Butte County in the north to Kern County in the south, at elevations from near sea level to 122 meters	Habitat of this highly aquatic species includes primarily marshes and sloughs, sometimes low-gradient streams, ponds, and small lakes, with cattails, bulrushes, willows, or other emergent or water-edge vegetation usually present and used for basking and cover
PLANTS			
Large-flowered fiddleneck <i>Amsinckia grandiflora</i>	E/E/Yes	Has a historic range along the Inner Coast Range in Alameda, Contra Costa, and San Joaquin counties.	In its natural occurrences, large-flowered fiddleneck occupies north-facing slopes in the upper elevations of grasslands near the blue oak belt. Soil type, livestock grazing and air quality have been suggested as limiting habitat features.
Heartscale <i>Atriplex cordulata</i> var. <i>cordulata</i>	--/--/No	California	Chenopod scrub; Meadows and seeps; Valley and foothill grassland (sandy)
Less saltscale <i>Atriplex minuscula</i>	--/--/No	Central Valley; San Jose region	Chenopod scrub; Playas; Valley and foothill grassland
Big tarplant <i>Blepharizonia plumosa</i>	--/--/No	Northern California	Valley and foothill grassland
Bristly Sedge <i>Carex comosa</i>	--/--/Yes	Various locations throughout Northern California	Coastal prairie; Marshes and swamps (lake margins); Valley and foothill grassland
Palmate-bracted bird's-beak <i>Chloropyron palmatum</i>	E/E/No	Central and Northern California	Chenopod scrub; Valley and foothill grassland
Slough thistle <i>Cirsium crassicaule</i>	--/--/Yes	Southern Central Valley, California	Chenopod scrub; Marshes and swamps (sloughs); Riparian scrub
Recurved larkspur <i>Delphinium recurvatum</i>	--/--/Yes	Dispersed throughout California	Chenopod scrub; Cismontane woodland; Valley and foothill grassland
Delta button-celery <i>Eryngium racemosum</i>	--/E/Yes	Central Valley, California	Riparian scrub (vernally mesic clay depressions)
Diamond-petaled California poppy <i>Eschscholzia rhombipetala</i>	--/--/Yes	Dispersed throughout California	Valley and foothill grassland (alkaline, clay)
San Joaquin spearscale <i>Extriplex joaquinana</i>	--/--/--	Dispersed throughout Northern and Central California	Chenopod scrub; Meadows and seeps; Playas; Valley and foothill grassland
Woolly rose-mallow <i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i>	--/--/--	Northern Central Valley, California	Marshes and swamps (freshwater)

SPECIES	STATUS (Fed/CA/ SJMSCP)	GEOGRAPHIC DISTRIBUTION	HABITAT REQUIREMENTS
Delta tule pea <i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	--/--/Yes	Northern California	Marshes and swamps (freshwater and brackish)
Mason's lilaeopsis <i>Lilaeopsis masonii</i>	--/R/Yes	Northern California	Marshes and swamps (brackish or freshwater); Riparian scrub
Showy golden madia <i>Madia radiata</i>	--/--/Yes	Dispersed throughout southern and central California	Cismontane woodland; Valley and foothill grassland
Sanford's arrowhead <i>Sagittaria sanfordii</i>	--/--/Yes	Dispersed throughout California	Marshes and swamps (assorted shallow freshwater)
Suisun Marsh aster <i>Symphyotrichum</i> <i>lentum</i>	--/--/--	Northern California	Marshes and swamps (brackish and freshwater)
Wright's trichocoronis <i>Trichocoronis wrightii</i> var. <i>wrightii</i>	T/T/Yes	San Bernardino	Meadows and seeps; Marshes and swamps; Riparian forest; Vernal pools
Saline clover <i>Trifolium hydrophilum</i>	--/--/--	Dispersed throughout northern California	Marshes and swamps; Valley and foothill grassland (mesic, alkaline); Vernal pools
Caper-fruited tropidocarpum <i>Tropidocarpum</i> <i>capparideum</i>	--/--/Yes	Dispersed throughout central and southern California	Valley and foothill grassland (alkaline hills)

STATUS EXPLANATIONS:

FEDERAL

E = ENDANGERED UNDER THE FEDERAL ENDANGERED SPECIES ACT.

T = THREATENED UNDER THE FEDERAL ENDANGERED SPECIES ACT.

PE = PROPOSED FOR ENDANGERED UNDER THE FEDERAL ENDANGERED SPECIES ACT.

PT = PROPOSED FOR THREATENED UNDER THE FEDERAL ENDANGERED SPECIES ACT.

C = CANDIDATE SPECIES FOR LISTING UNDER THE FEDERAL ENDANGERED SPECIES ACT.

D = DELISTED FROM FEDERAL LISTING STATUS.

BCC = BIRD OF CONSERVATION CONCERN

STATE

E = ENDANGERED UNDER THE CALIFORNIA ENDANGERED SPECIES ACT.

T = THREATENED UNDER THE CALIFORNIA ENDANGERED SPECIES ACT.

C = CANDIDATE SPECIES FOR LISTING UNDER THE STATE ENDANGERED SPECIES ACT.

FP = FULLY PROTECTED UNDER THE CALIFORNIA FISH AND GAME CODE.

SSC = SPECIES OF SPECIAL CONCERN IN CALIFORNIA.

Special Status Plant Species

There are twenty special status plants that are documented within a 9-quad radius of the project site, according to the CNDDDB. Of the twenty species, there are three federal listed species and five state listed species.

Special Status Wildlife Species

Invertebrates: There are nine special-status invertebrates that are documented within a 9-quad radius of the project site according to the CNDDDB.

No special-status invertebrates are expected to be affected by the proposed project. Nevertheless, Mitigation Measure BIO-1 requires the proposed project proponent to seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a project includes

incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.

Reptile and amphibian species: There are four special-status amphibian that are documented within a 9-quad radius of the project site according to the CNDDDB. There are also seven special-status amphibians that are documented within a 9-quad radius of the project site according to the CNDDDB.

No special-status reptiles or amphibians are expected to be affected by the proposed project. Nevertheless, Mitigation Measure BIO-1 requires the Project proponent to seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.

Birds: There are fourteen special-status birds that are documented in the CNDDDB within a 9-quad radius of the project site.

Analysis: While the project site contains very limited nesting habitat, there are powerlines and trees located in the region that represent potentially suitable nesting habitat for a variety of special-status birds. Additionally, the agricultural land represents potentially suitable nesting habitat for the ground-nesting birds where disturbance is less frequent. In general, most nesting occurs from late February and early March through late July and early August, depending on various environmental conditions. The CNDDDB currently contains nesting records for Swainson's hawk and burrowing owl in the vicinity of the project site. In addition to the species described above, common raptors such as among others, may nest in or adjacent to the project site.

The proposed project would eliminate some of the agricultural areas on the project site, which serve as potential foraging habitat for birds throughout the year. Mitigation Measure BIO-1 requires participation in the SJMSCP. As part of the SJMSCP, SJCOG requires preconstruction surveys for projects that occur during the avian breeding season (March 1 – August 31). When active nests are identified, the biologists develop buffer zones around the active nests as deemed appropriate until the young have fledged. SJCOG also uses the fees to purchase habitat as compensation for the loss of foraging habitat. Implementation of the proposed project, with the Mitigation Measure BIO-1, would ensure that potential impacts to special status birds are reduced.

Mammal: There are five special-status mammals that are documented within the 9-quad radius of the project site include.

Conclusion: No special-status species are expected to be affected by the proposed project. Nevertheless, Mitigation Measure BIO-1 requires the Proposed project proponent to seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve

and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.

More specifically, the SJMSCP is administered by a Joint Powers Authority consisting of members of the SJCOG, the California Department of Fish and Wildlife (CDFW), and the United States Fish and Wildlife Service (USFWS). According to the SJMSCP, adoption and implementation by local planning jurisdictions provides full compensation and mitigation for impacts to plants, fish and wildlife. Adoption and implementation of the SJMSCP also secures compliance pursuant to the state and federal laws such as CEQA, the National Environmental Policy Act (NEPA), the Planning and Zoning Law, the State Subdivision Map Act, the Porter-Cologne Act and the Cortese-Knox Act in regard to species covered under the SJMSCP. Applicants pay mitigation fees on a per-acre basis. The entire County is mapped according to these categories so that landowners, project proponents and project reviewers are easily aware of the applicable SJMSCP fees for the proposed development. The appropriate fees are collected by the City and remitted to SJCOG for administration. SJCOG uses the funds to preserve open space land of comparable types throughout the County, often coordinating with other private or public land trusts to purchase conservation easements or buy land outright for preservation. The fees are automatically adjusted on an annual basis. The fees have been designed to sufficiently mitigate the impacts of projects on candidate, sensitive, and special status species. Therefore, with implementation of Mitigation Measure BIO-1, the proposed project would have a **less than significant** impact relative to this topic.

Mitigation Measure

Mitigation Measure BIO-1: *Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through implementation of incidental take and minimization Measures (ITMMs) and payment of fees for conversion of lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. Obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a), California Fish and Game Code Section 2081, and the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species.*

Responses b): There is no riparian habitat on the project site. The CNDDB record search revealed documented occurrences of five sensitive habitats within the 9-quadrant area of the project site including: Coastal and Valley Freshwater Marsh, Elderberry Savanna, Great Valley Cottonwood Riparian Forest, Great Valley Mixed Riparian Forest, Great Valley Oak Riparian Forest. None of these sensitive natural communities occur within the portion of the project site. In addition, a jurisdictional delineation was previously prepared for the project site (including SSJID Ditch #3) as part of the Northwest Airport Master Plan EIR, and no re-delineation is required.¹ Therefore, implementation of the proposed project would have a **less than significant** impact on riparian habitats or natural communities.

¹ Email Communication with Huffman Broadway Senior Wetland Regulatory Scientist Robert F. Perrera, at 4:59pm on 4/30/2020. Huffman Broadway previously mapped the limit of jurisdiction within the SSJID Ditch #3 in the Northwest Airport Master Plan EIR, and provided that analysis in the United States Army Corp of Engineers (USACE) Pre-Construction Notification (PCN) and to the CDFW and RWQCB.

Response c): The project site does not contain protected wetlands or other jurisdictional areas and there is no need for permitting associated with the federal or state Clean Water Acts. The irrigation channel at the southern end of the project site is a man-made facility with the sole purpose of agricultural irrigation. Absent any wetlands or jurisdictional waters, implementation of the proposed project would have **less than significant** impact relative to this topic.

Response d): The CNDDDB record search did not reveal any documented wildlife corridors or wildlife nursery sites on or adjacent to the project site. Special status fish species documented within the region include: Delta smelt (*Hypomesus transpacificus*), Hardhead (*Mylopharodon conocephalus*), Central Valley steelhead (*Oncorhynchus mykiss*), Central Valley fall- /late fall-run Chinook salmon (*Oncorhynchus tshawytscha*), and Longfin smelt (*Spirinchus thaleichthys*). The closest major natural movement corridor for native fish that are documented in the region is the San Joaquin River, located to the west of the project site. The land uses within the project site would not have any direct disturbance to the San Joaquin River or its tributaries, and therefore, would not have any direct disturbance to the movement corridor or habitat.

Therefore, the proposed project would have a **less than significant** impact relative to this topic.

Responses e): The proposed project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The proposed project does not conflict with the SJMSCP. Therefore, the proposed project would have a **less than significant** impact relative to this topic. The mitigation measure presented in this Initial Study requires participation in the SJMSCP.

Responses f): The Resource Conservation Element of the General Plan establishes numerous policies and implementation measures related to biological resources as listed below:

Conservation Element Policies

RC-P-31. Minimize impact of new development on native vegetation and wildlife.

- **Consistent:** *This Initial Study includes an in-depth analysis of impacts for sensitive plants and wildlife, as well as habitat. Where impacts are identified, mitigation measures are presented to minimize, avoid, or compensate to the extent practicable.*

RC-P-33. Discourage the premature removal of orchard trees in advance of development, and discourage the removal of other existing healthy mature trees, both native and introduced.

- **Consistent:** *The proposed project will not require the removal of orchard trees.*

RC-P-34. Protect special status species and other species that are sensitive to human activities.

- **Consistent:** *This Initial Study includes an in-depth analysis of impacts for sensitive plants and wildlife, as well as habitat. Where impacts are identified, mitigation measures are presented to minimize, avoid, or compensate to the extent practicable.*

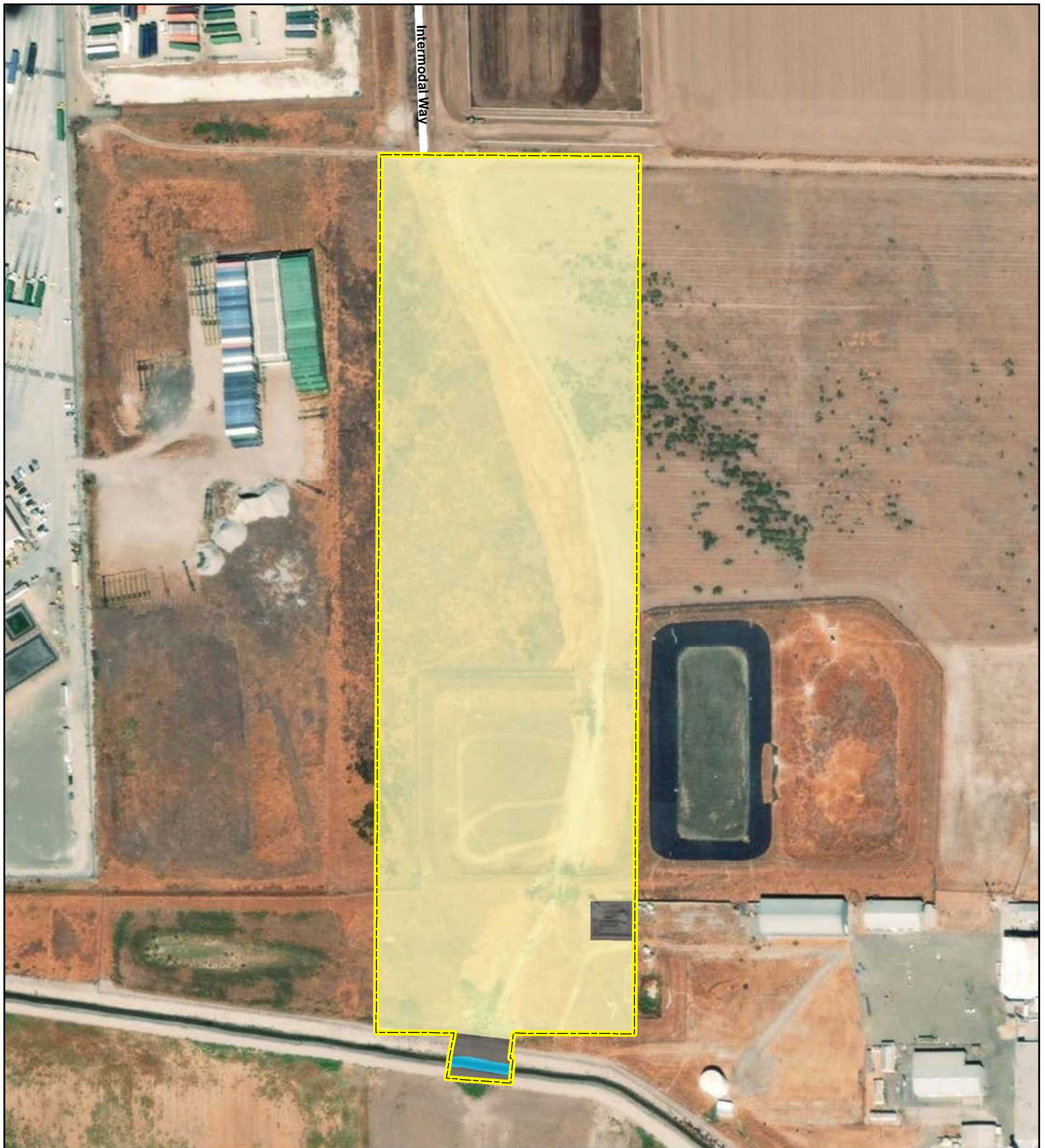
RC-P-35. Allow contiguous habitat areas.

- **Consistent:** *Habitat areas in the vicinity of the project site include agricultural plant communities which provide habitat for a variety of biological resources in the region. Agricultural areas occur throughout the region and are generally flat and well drained, and as a result are well suited for many crops. Alfalfa fields, hay, row crops, orchards, dominate the agricultural areas in the vicinity.*

The proposed project does not require contiguous habitat areas to change or convert to another use.

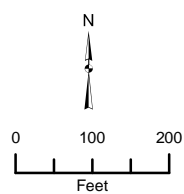
The proposed project would not conflict with any of these policies and implementation measures, nor would it conflict with any ordinances contained in the Manteca Municipal Code. Therefore, the proposed project would have a **less than significant** impact relative to this topic.

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Legend

- Project Boundary
- Ruderal Disturbed
- Developed/Disturbed
- Channel

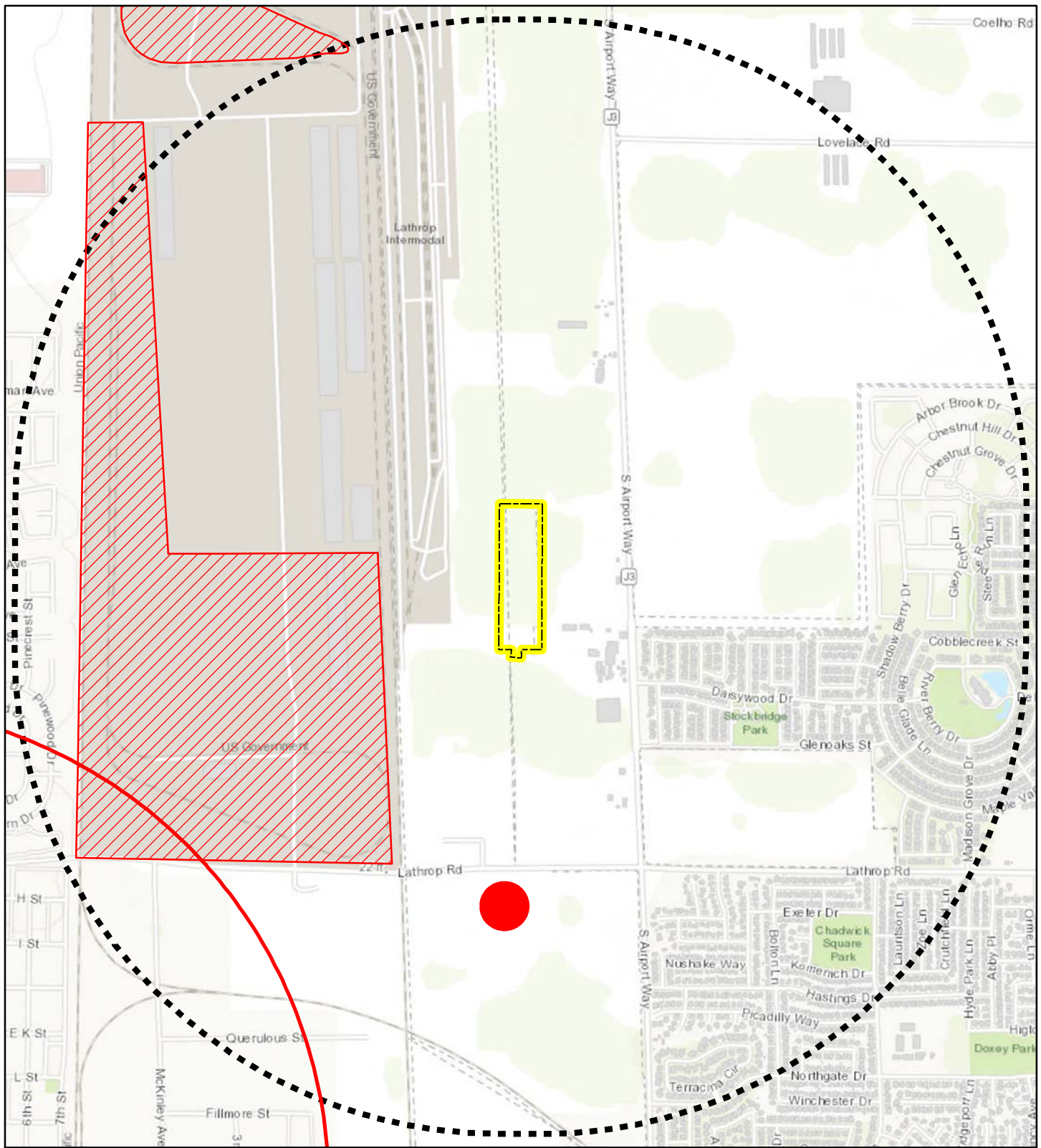


INTERMODAL WAY EXTENSION

Figure 5. Vegetation Map

Sources: San Joaquin County GIS; ArcGIS Online World Imagery Map Service.. Map date: May 2, 2020.

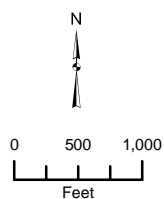
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Legend

-  Project Boundary
-  1-mile Search Radius
-  Animal (80m)
-  Animal (non-specific)
-  Animal (circular)

Sources: ArcGIS Online National Map Service; CNDDB version 03/2020. Please Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area. Map date: May 2, 2020.

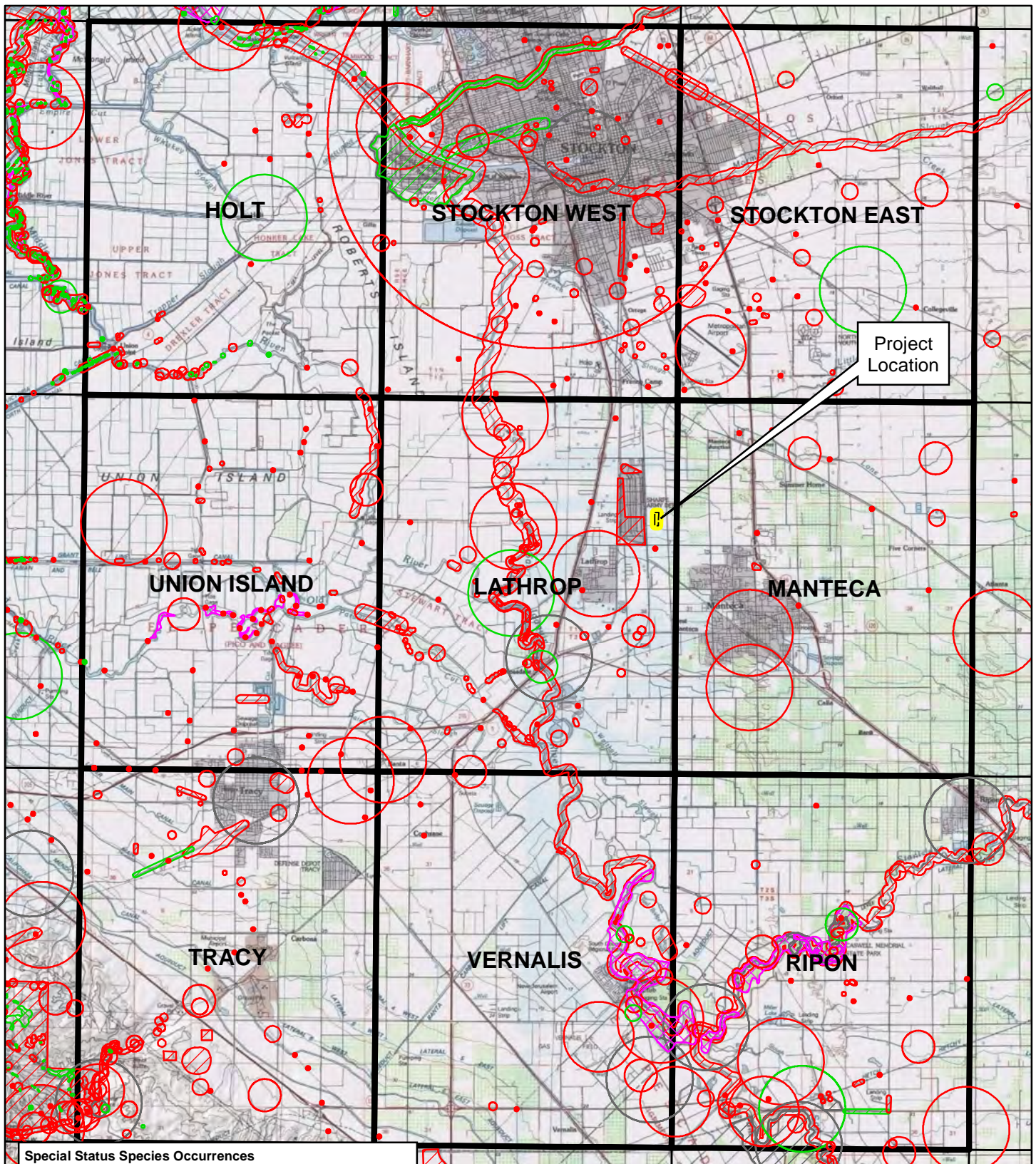


INTERMODAL WAY EXTENSION

Figure 6. California Natural Diversity Database

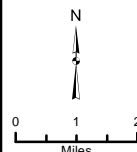
1-mile Radius Search

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Special Status Species Occurrences

- | | |
|----------------------|------------------------------|
| Plant (80m) | Animal (non-specific) |
| Plant (specific) | Animal (circular) |
| Plant (non-specific) | Terrestrial Comm. (specific) |
| Plant (circular) | Terrestrial Comm. (circular) |
| Animal (80m) | Multiple (non-specific) |
| Animal (specific) | Multiple (circular) |



INTERMODAL WAY EXTENSION

Figure 7. California Natural Diversity Database

9-Quad Search

CNDDDB version 03/2020. Please Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDDB about a species or an area can never be used as proof that no special status species occur in an area. Basemap: ArcGIS Online Topographic Map Service. Map date: April 29, 2020.

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V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Responses to Checklist Questions

Response a-c):

The implementation of Mitigation Measure CLT-1 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a ***less than significant*** level.

Mitigation Measure

Mitigation Measure CLT-1: During the initial phase of grading/excavation, the project proponent shall retain a qualified archaeologist to survey the site and monitor construction activities. If any prehistoric or historic artifacts, human remains or other indications of archaeological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.*
 - *If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*

If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.

VI. ENERGY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Responses to Checklist Questions

Response a-b): Appendix G of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b](3)). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed project includes the construction of the extension of Intermodal Way. The amount of energy used at the project site would directly correlate to the energy consumption (including fuel) used by vehicle trips generated during project construction, and fuel used by off-road construction vehicles during construction. Overall, proposed project energy consumption would be temporary and minor, given the nature of the proposed project (a roadway extension with installation of a box culvert crossing), and given the size and scope of proposed project activities.

Conclusion

The proposed project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures. The proposed project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed project. The proposed project would comply with all existing energy standards, including those established by the City of Manteca and San Joaquin County, and would not result in significant adverse impacts on energy resources.

Therefore, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the threshold as described by Appendix G of the CEQA Guidelines. This is a **less than significant** impact.

VII. GEOLOGY AND SOILS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Responses to Checklist Questions

Responses a.i), a.ii), a.iv): Figure 8 shows the earthquake faults in the vicinity of the project site. As shown in the figure, the site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, and known surface expression of active faults does not exist within the site. However, the site is located within a seismically active region. The U.S. Geological Survey identifies potential seismic sources within approximately 20 miles of the project site. Two of the closest known faults classified as active by the U.S. Geological Survey are an unnamed fault east of the City of Tracy, located approximately 8 miles to the west, and the San Joaquin fault, located approximately 16 miles to the southwest. The Midway fault is located approximately 20 miles to

the west. Other faults that could potentially affect the proposed project include the Corral Hollow-Carnegie fault, the Greenville fault, the Antioch fault, and the Los Positas fault.

Geologic Hazards

Potential seismic hazards resulting from a nearby moderate to major earthquake could generally be classified as primary and secondary. The primary seismic hazard is ground rupture, also called surface faulting. The common secondary seismic hazards include ground shaking and ground lurching.

Ground Rupture

Because the property does not have known active faults crossing the site, and the site is not located within an Earthquake Fault Special Study Zone, ground rupture is unlikely at the subject property.

Ground Shaking

According to the California Geological Survey's Probabilistic Seismic Hazard Assessment Program, Manteca is considered to be within an area that is predicted to have a 10 percent probability that a seismic event would produce horizontal ground shaking of 10 to 20 percent within a 50-year period. This level of ground shaking correlates to a Modified Mercalli intensity of V to VII, light to strong. As a result of these factors the California Geological Survey has defined the entire county as a seismic hazard zone. There will always be a potential for groundshaking caused by seismic activity anywhere in California, including the project site.

Landslides

The proposed project site is not susceptible to landslides because the area is essentially flat. This is a less than significant impact.

Conclusion

In order to minimize potential damage to the proposed site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. Additionally, the City of Manteca has adopted Design and Construction Standards and incorporated numerous policies relative to seismicity to ensure the health and safety of all people. Design in accordance with these standards and policies would reduce any potential impact to a less than significant level. Because all development in the project site must be designed in conformance with these state and local standards and policies, any potential impact would be considered ***less than significant***.

Responses a.iii), c), d): Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, landsliding, and the buoyant rise of buried structures. The majority of liquefaction hazards are associated with sandy soils, silty soils of low plasticity, and some gravelly soils. Cohesive soils are generally not considered to be susceptible to liquefaction. In general, liquefaction hazards are most severe within the upper 50 feet of the surface, except where slope faces or deep foundations are present.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is a typical characteristic of clay-type soils. Expansive soils shrink and swell in volume during changes in moisture content, such as a result of seasonal rain events, and can cause damage to foundations, concrete slabs, roadway improvements, and pavement sections.

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. Figure 8 shows the soils within the project site. There are no expansive (i.e. shrink-swell) soils within the project site. The soils encountered at the project site consist of Veritas fine sandy loam (within the southern portion of the project site), and Timor loamy sand (within the northern portion of the project site).

Future development of the project could expose people or structures to adverse effects associated with liquefaction and/or soil expansion. Construction of the project would be required to comply with the City's General Plan policies related to geologic and seismic hazards. For example, these policies obligate the City to mitigate the potential impacts of seismic-induced settlement of uncompacted fill and liquefaction due to the presence of a high-water table (Policy S-P-2). To that end, General Plan Policy S-P-1 requires that all proposed development prepare geological reports and/or geological engineering reports for projects located in areas of potentially significant geological hazards, including potential subsidence (collapsible surface soils) due to groundwater extraction.

Therefore, this potential impact would be *less than significant*.

Response b): According to the project site plans prepared for the proposed project, development of the proposed project would result in the creation of new impervious surface areas in portions of the project site. The development of the project site would also cause ground disturbance of top soil. The ground disturbance would be limited to the areas proposed for grading and excavation, including the proposed roadways and drain infrastructure improvements. After grading and excavation, and prior to overlaying the disturbed ground surfaces with impervious surfaces and structures, the potential exists for wind and water erosion to occur, which could adversely affect downstream storm drainage facilities.

Without implementation of appropriate Best Management Practices (BMPs) related to prevention of soil erosion during construction, development of the project would result in a potentially significant impact with respect to soil erosion. Implementation of the following mitigation measure would ensure the impact is *less than significant*.

Mitigation Measure

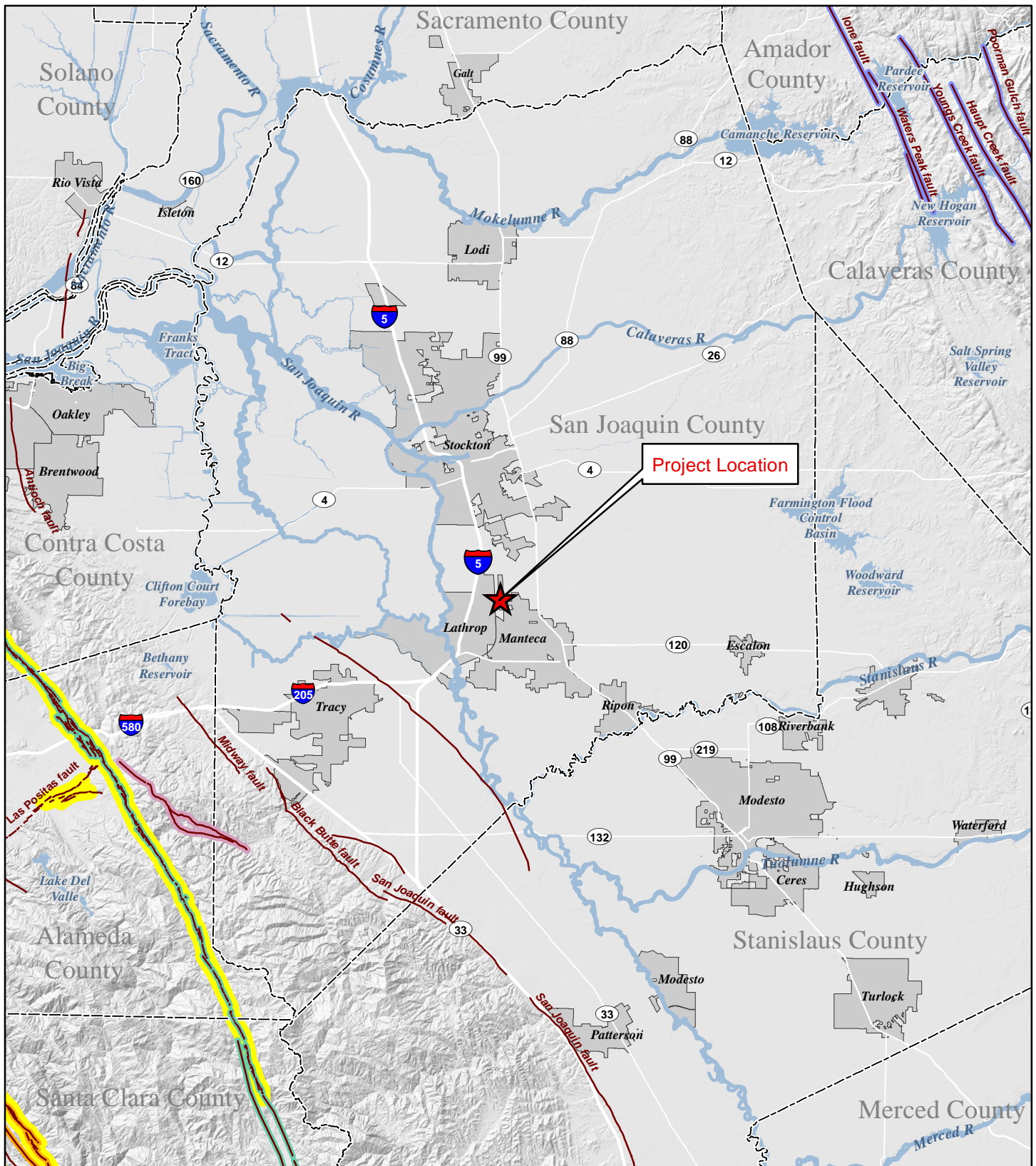
Mitigation Measure GEO-1: *The project applicant shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the project site. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Manteca and the*

RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.

Response e): The project is an infrastructure project and no septic systems will be used. Therefore, ***no impact*** would occur related to soils incapable of adequately supporting the use of septic tanks.

Response f): Known paleontological resources or sites are not located on the project site. Additionally, unique geologic features are not located on the site. The site is currently undeveloped and surrounded by existing or future urban development. As discussed in Section V, Cultural Resources, should artifacts or unusual amounts of stone, bone, or shell be uncovered during construction activities, an archeologist should be consulted for an evaluation. Implementation of Mitigation Measure CLT-1 would require investigations and avoidance methods in the event that a previously undiscovered cultural resource is encountered during construction activities. With implementation of Mitigation Measure CLT-1, impacts to paleontological resources or unique geologic features are not expected. This is a ***less than significant*** impact.

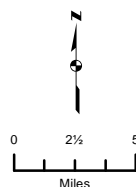
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Legend

- Quaternary fault
- Foothills fault system
- Calaveras fault zone
- Corral Hollow-Carnegie fault zone
- Greenville fault zone
- Alquist-Priolo Zone

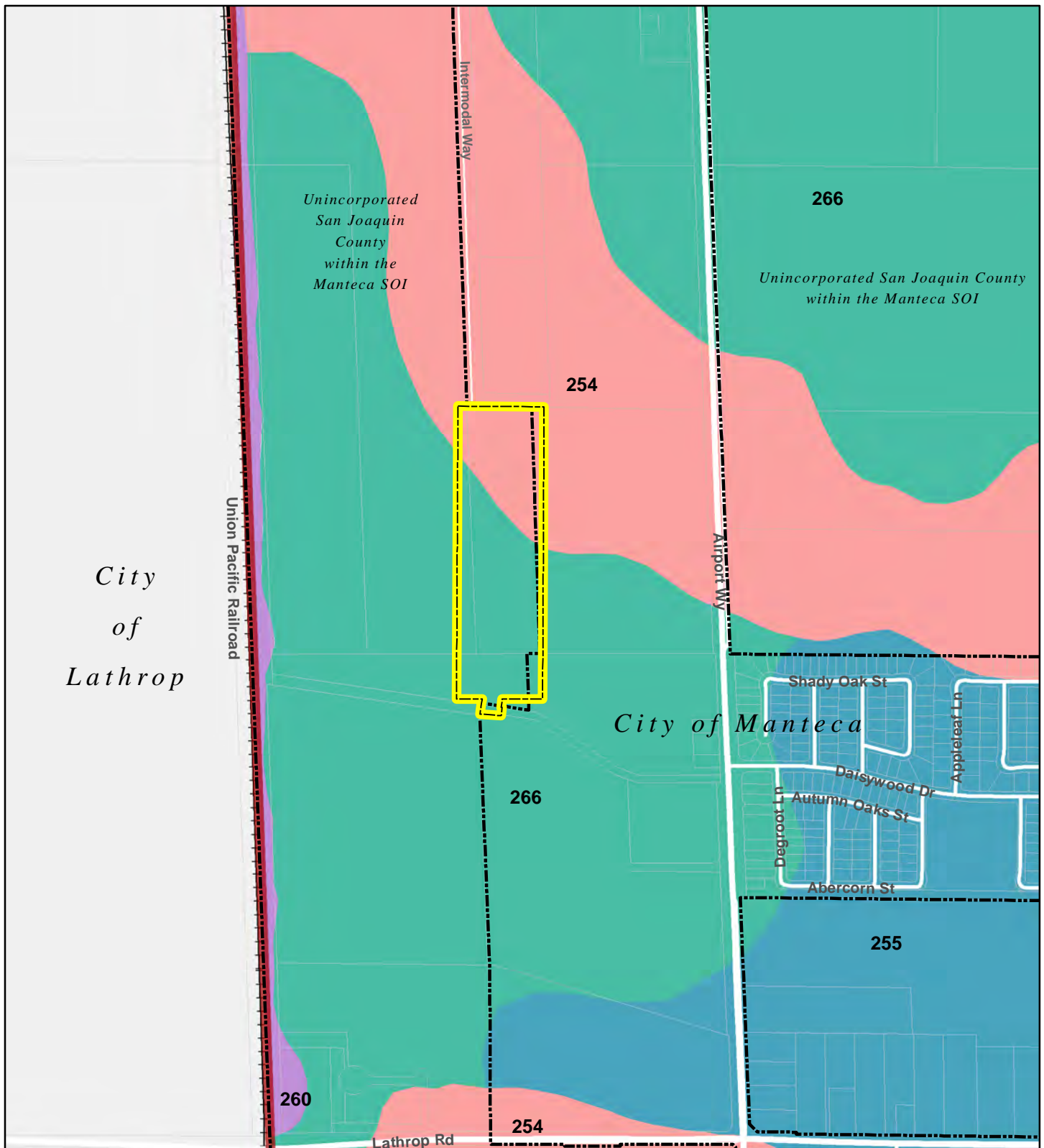
Data sources: US Geologic Survey; CalAtlas. Map date: April 28, 2020.











INTERMODAL WAY EXTENSION

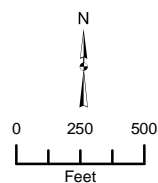
Figure 8. Earthquake Fault Map

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Legend

- | | | | |
|---|-----------------------------------|---|------------------------------|
|  | Project Boundary |  | 254:Timor loamy sand |
|  | Manteca City Limits |  | 255:Tinnin loamy coarse sand |
|  | Manteca Sphere of Influence (SOI) |  | 260:Urban land |
|  | Assessor Parcel |  | 266:Veritas fine sandy loam |



INTERMODAL WAY EXTENSION

Figure 9. Soils Map

Sources: NRCS Web Soil Survey, San Joaquin County, California (CA077), Survey Area Version 13, 9-16-2019.
City of Manteca; San Joaquin County GIS. Map date: May 2, 2020.

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A Land Use Planning, Design, and Environmental Firm

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VIII. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

Existing Setting

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO₂, CH₄, and N₂O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2016).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 441 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2014 (California Energy Commission, 2016). By 2020, estimated business-as-usual greenhouse gas emissions in California are projected to be 509 MMTCO₂e per year (California Air Resources Board, 2015). Given that the U.S. EPA estimates that worldwide emissions from human activities totaled nearly 46 billion gross metric tons of carbon dioxide equivalents (BMTCO₂e) in 2010, California's incremental contribution to global GHGs is approximately 2% (U.S. EPA, 2014).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the

greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2014, accounting for 37% of total GHG emissions in the state. This category was followed by the industrial sector (24%), the electricity generation sector (including both in-state and out of-state sources) (20%) and the agriculture sector (8%) (California Energy Commission, 2016).

Responses to Checklist Questions

Responses a), b): The SJVAPCD has evaluated different approaches for estimating impacts, and summarizing potential GHG emission reduction measures. The SJVAPCD staff has concluded that *“existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change.”* This is readily understood when one considers that global climatic change is the result of the sum total of GHG emissions, both man-made and natural that occurred in the past; that is occurring now; and will occur in the future. The effects of project specific GHG emissions are cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant.

The *Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD, 2015) provides an approach to assessing a project's impacts on greenhouse gas emissions by evaluating the project's emissions to the “reduction targets” established in ARB's AB 32 Scoping Plan. For instance, the SJVAPCD's guidance recommends that projects should demonstrate that *“project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business as Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.”*

Subsequent to the SJVAPCD's approval of the *Final Draft Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015), the California Supreme Court issued an opinion that affects the conclusions that should/should not be drawn from a GHG emissions analysis that is based on consistency with the AB 32 Scoping Plan. More specifically, in *Center for Biological Diversity v. California Department of Fish and Wildlife*, the Court ruled that showing a “project-level reduction” that meets or exceeds the Scoping Plan's overall statewide GHG reduction goal is not necessarily sufficient to show that the project's GHG impacts will be adequately mitigated: *“the Scoping Plan nowhere related that statewide level of reduction effort to the percentage of reduction that would or should be required from individual projects...”* According to the Court, the lead agency cannot simply assume that the overall level of effort required to achieve the statewide goal for emissions reductions will suffice for a specific project.

Given this Court decision, reliance on a 29 percent GHG emissions reduction from projected BAU levels compared to the project's estimated 2020 levels as recommended in the SJVAPCD's guidance documents is not an appropriate basis for an impact conclusion in the MND. Given that the SJVAPCD staff has concluded that *“existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change,”* this MND instead relies on a qualitative approach for this analysis. The approach still relies on the Appendix G of

the CEQA Guidelines thresholds which indicate that climate change-related impacts are considered significant if implementation of the proposed Project would do any of the following:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

These two CEQA Appendix G threshold questions are provided within the Initial Study checklist and are the thresholds used for the subsequent analysis. The focus of the analysis is on the project's consistency with the City of Manteca Climate Action Plan (CAP) (2013), which has been determined to reduce GHG emissions in accordance with AB 32 and SB 375 levels. The CAP contains an inventory of GHG emissions, reduction strategies, and a means to implement, monitor, and fund the Plan. The purpose of the CAP is to outline a course of action for the City government and the community of Manteca to reduce per capita greenhouse gas emissions by amounts required to show consistency with AB 32 goals for the year 2020 and to adapt to effects of climate change. The CAP also provides clear guidance to City staff regarding when and how to implement key provisions of the CAP. Lastly, the CAP provides a streamlined mechanism for projects that are consistent with the CAP to demonstrate that they would not contribute significant greenhouse gas impacts. The analysis provided herein includes quantitative modeling to show the construction and operational emissions of GHGs as a result of the project, however, the conclusions are based on the fact that the project is consistent with the CAP which includes GHG reduction strategies that are expected to reduce community-wide GHG emissions by 15% below 2005 levels by 2020.

The proposed project would generate GHGs during the construction phase of the proposed project. The primary source of construction-related GHGs from the proposed project would result from emissions of CO₂ associated with the construction of the proposed project, and worker vehicle trips. The proposed project would require limited grading, and would also include site preparation, and paving phases. Other sources of GHG emissions would be minimal.

The City of Manteca developed a Climate Action Plan (CAP) in October 2013. The CAP provides a baseline emissions inventory for the community, provides forecasts and future year GHG reduction targets, develops a comprehensive set of strategies for reducing GHG emissions community GHG emissions, and describes a set of guidelines for implementation, monitoring, and funding of GHG reduction strategies. The CAP aligns the City of Manteca with the Statewide GHG reduction requirements as set forth in Statewide legislation AB 32 and SB 375, by providing GHG reduction strategies that are expected to reduce community-wide GHG emissions by 15% below 2005 levels by 2020. The proposed project would be consistent with the strategies as described in the City of Manteca CAP and it functions as an implementation project toward achieving the City's Climate Action Plan. Since the proposed project would not conflict with the Manteca CAP (including consistency with the growth projections generated by the Manteca CAP), the proposed project would not generate a cumulative impact to GHGs.

The proposed project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations. Since the proposed project would be consistent with the City CAP, impacts related to greenhouse gases are ***less than significant***.

IX. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such 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 or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Responses to Checklist Questions

Responses a), b): The proposed project is an infrastructure/roadway project that is surrounded by light industrial and agricultural uses. Although vehicles with hazardous materials could traverse the project site during project operation, the proposed project is located sufficiently distant from sensitive receptors such that any routine transport, use, or disposal of hazardous materials would not be anticipated to cause a significant hazard. In addition, the proposed project would reduce trips from existing roadways that are located closer to sensitive land uses (such as nearby residences) compared to the proposed roadway. The operational phase of the proposed project does not pose a significant hazard to the public or the environment.

However, the nearby Northwest Airport Way Master Plan area has been identified as having past and present uses that could potentially result in the exposure of persons and environment to hazardous materials. These issues potentially include soil impacts from hazardous materials storage vessels, agricultural chemicals, and septic systems. The project site could also potentially result in the exposure of persons and environment to hazardous materials from some or all of these sources. In the Northwest Airport Way Master Plan EIR, additional limited soil sampling

was required to be conducted to delineate the horizontal and vertical extent of the total petroleum hydrocarbons as diesel (TPH-D) present in the soils near the deep soil sample location. The proposed project would be required to implement Mitigation Measure HAZ-1, which would ensure that proper soil sampling would occur at the project site, as well as Mitigation Measure HAZ-2, which would ensure that any onsite wells or septic systems intended to be removed shall be destroyed under permit and inspection with San Joaquin County Environmental Health Department.

Construction equipment and materials would likely require the use of petroleum-based products (oil, gasoline, diesel fuel), and could potentially also utilize a variety of common chemicals including paints, cleaners, and solvents. However, transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations.

The proposed project would be required to implement Mitigation Measures HAZ-1 and HAZ-2, which would ensure that the potential for the proposed project to create a significant hazard to the public or environment due to release of hazardous materials would be less than significant. Overall, with implementation of the following mitigation measures, the proposed project would have a **less than significant** impact relative to this issue.

Mitigation Measure(s)

Mitigation Measure HAZ-1: *Prior to grading activities in areas where TPH-D has been detected, the applicant shall conduct soil sampling to delineate the horizontal and vertical extent of the TPH-D in order to implement a soil remediation program. Soil remediation shall be conducted in accordance with California Department of Toxic Substances Control (DTSC) guidelines. Contaminated soil shall be excavated and disposed of at an approved disposal facility. Following excavation, confirmation sampling shall be conducted to confirm whether remaining soil meets acceptable applicable regulatory levels. The excavation shall be backfilled with clean soil.*

Mitigation Measure HAZ-2: *Prior to grading activities, any onsite wells or septic systems intended to be removed shall be destroyed under permit and inspection with San Joaquin County Environmental Health Department.*

Response c): The project site is not located within ¼ mile of an existing school. The nearest school (George McParland Elementary School) is located approximately 1.03 miles to the southeast of the project site, at its closest point. Therefore, implementation of the proposed project would result in a **less than significant** impact relative to this topic.

Response d): According the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the project site. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The nearest investigation site, located approximately 0.3 miles to the south of the project site, is the:

- Defense Distribution Depot San Joaquin – Sharpe Site (site CA8210020832): This site is a hazardous waste facility, which has a current status of Undergoing Closure. Operations at DDRW-Sharpe generate various types of hazardous wastes which are stored in containers on-site in Building 605. When a sufficient quantity of hazardous waste has accumulated, a contractor transfers the waste off-site to an approved treatment and/or disposal facility.

Implementation of the proposed project would result in a *less than significant* impact relative to this environmental topic.

Response e): The Federal Aviation Administration (FAA) establishes distances of ground clearance for take-off and landing safety based on such items as the type of aircraft using the airport. The project site is not located within the vicinity of a private airstrip or public airport. The closest airport or airstrip is the Stockton Metropolitan Airport, located approximately 3.9 miles north of the project site. Implementation of the proposed Project would have a *less than significant* impact with regards to this environmental issue.

Response f): The Office of Emergency Services (OES) maintains an Emergency Operations Plan (EOP) that serves as the official Emergency Plan for San Joaquin County. It includes planned operational functions and overall responsibilities of County Departments during an emergency situation. The Emergency Plan also contains a threat summary for San Joaquin County, which addresses the potential for natural, technological and human-caused disasters (County Code, Title 4-3007).

The County OES also prepared a Hazardous Materials Area Plan (§2720 H&S, 2008) that describes the hazardous materials response system developed to protect public health, prevent environmental damage and ensure proper use and disposal of hazardous materials. The plan establishes effective response capabilities to contain and control releases, establishes oversight of long-term cleanup and mitigation of residual releases, and integrates multi-jurisdiction and agency coordination. This plan is now implemented by the San Joaquin County Environmental Health Department.

The San Joaquin County Environmental Health Department maintains a Hazardous Materials Management Plan/ Hazardous Materials Business Plan (HMMP/HMBP). The HMMP/HMBP describes agency roles, strategies and processes for responding to emergencies involving hazardous materials. The Environmental Health Department maintains a Hazardous Materials Database and Risk and Flood Maps available to the public on its website.

In San Joaquin County, all major roads are available for evacuation, depending on the location and type of emergency that arises. The proposed project does not include any actions that would impair or physically interfere with any of San Joaquin County's emergency plans or evacuation routes. Moreover, the proposed project itself would provide additional road connectivity within the area to facilitate emergency plans or evacuation routes. Construction activities are not expected to result in any unknown significant road closures, traffic detours, or congestion that could hinder the emergency vehicle access or evacuation in the event of an emergency. Implementation of the proposed project would have a *less than significant* impact with regards to this environmental issue.

Response g): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The City has areas with an abundance of flashy fuels (i.e., grassland) in the outlying residential parcels and open lands that, when combined with warm and dry summers with temperatures

often exceeding 100 degrees Fahrenheit, create a situation that results in higher risk of wildland fires. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The City of Manteca contains areas with “moderate” and “non-wildland fuel” ranks. The areas warranting “moderate” fuel ranks possess combustible material in sufficient quantities combined with topographic characteristics that pose a wildfire risk. CalFire data for the areas immediately surrounding the project also include “moderate” and “non-wildland fuel” ranks. Areas west of Interstate 5, approximately 15 miles or further southwest of the project site, are designated as “moderate” and “high” fuel ranks.

The project site is located in an area with a “Local Responsibility Zone (LRA) Unzoned” rank. The site is also not located on a steep slope, and the site is essentially flat. The project site is also located in an area with existing agricultural and/or urban development, with existing or future agricultural and/or urban development located on all sides. Therefore, this is a ***less than significant*** impact and no mitigation is required.

X. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Responses to Checklist Questions

Response a): Implementation of proposed project would not violate any water quality or waste discharge requirements. Construction activities including grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of soil and could adversely affect water quality in nearby surface waters. The RWQCB requires a project-specific SWPPP to be prepared for each project that disturbs an area one acre or larger. The SWPPP is required to include project specific best management measures that are designed to control drainage and erosion. Mitigation Measure GEO-1 would require the preparation of a SWPPP to ensure that the proposed project prepares and implements a SWPPP throughout the construction phase of the project. The SWPPP (Mitigation Measure GEO-1) and the project specific drainage plan would reduce the potential for the proposed project to violate water quality standards during construction. The proposed project would require a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3. However, this would not generate any violation of any water quality standards or waste discharge requirements.

The Northwest Way Airport Master Plan EIR included a jurisdictional analysis of the project site including the road extending from the SSJID Ditch #3 to where it is going to connect to the existing road. Re-delineation of linear transportation projects like the proposed project is not required.²

Implementation of the proposed project would result in a *less than significant* impact relative to this topic.

Response b): The proposed project is an infrastructure/roadway project that is surrounded by light industrial and agricultural uses. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

Project construction would add additional impervious surfaces to the project site; however, the vast majority of the project site would remain largely pervious, which would allow infiltration to underlying groundwater. For example, the project proposes an optional swale within the project site. Furthermore, the installation of the box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3 would not interfere with groundwater supplies or groundwater recharge. Therefore, project construction and operation would not substantially deplete or interfere with groundwater supply or quality. This impact would be *less than significant*.

Responses c.i), c.ii), c.iii), e): Less than Significant. When land is in a natural or undeveloped condition, soils, mulch, vegetation, and plant roots absorb rainwater. This absorption process is called infiltration or percolation. Much of the rainwater that falls on natural or undeveloped land slowly infiltrates the soil and is stored either temporarily or permanently in underground layers of soil. When the soil becomes completely soaked or saturated with water or the rate of rainfall exceeds the infiltration capacity of the soil, the rainwater begins to flow on the surface of land to low lying areas, ditches, channels, streams, and rivers. Rainwater that flows off a site is defined as storm water runoff. When a site is in a natural condition or is undeveloped, a larger percentage of rainwater infiltrates into the soil and a smaller percentage flows off the site as storm water runoff.

The infiltration and runoff process is altered when a site is developed. Buildings, sidewalks, roads, and parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious, which means that they absorb less rainwater. As impervious surfaces are added to the ground conditions, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff can result in flooding if adequate storm drainage facilities are not provided.

There are no rivers, streams, or water courses located on or immediately adjacent to the project site. As such, there is low potential for the project to alter a water course, which could lead to on or offsite flooding. Drainage improvements associated with the project site would be located on the project site, and the project would not alter or adversely impact offsite drainage facilities.

² Based on correspondence with Huffman Broadway Senior Wetland Regulatory Scientist Robert F. Perrera, at 4:59pm on 4/30/2020. Huffman Broadway mapped the limit of jurisdiction within the SSJID Ditch 3 and provide that analysis in the USACE PCN and to the CDFW and RWQCB. The Northwest Way Airport Master Plan DEIR was also provided to these agencies which included the jurisdictional analysis of the entire site including the road extending from the Ditch #3 to where it is going to connect to the existing road.

The proposed project would not generate new or altered stormwater discharge into streams. Existing streams/crossings would be maintained, and no new crossings are proposed as part of the proposed project.

The proposed project would increase impervious surfaces throughout the project site. The proposed project is subject to the requirements of Chapter 13.28 of the Manteca Municipal Code – Stormwater Management and Discharge Control. The purpose of these requirements is to “establish minimum storm water management requirements and controls to protect and safeguard the general health, safety and welfare of the public residing in watersheds within the city of Manteca”. These requirements are intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act (Clean Water Act, 33 USC Section 1251 et seq.), Porter- Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) and National Pollutant Discharge Elimination System (“NPDES”) Permit No. CAS000004, as such permit is amended and/or renewed.

The construction of the proposed project facilities would not substantially alter the existing drainage pattern of the area, or alter the course of a stream or river, in a manner that would result in substantial erosion or siltation, substantially increase the rate or amount of surface runoff in a manner that would result in flooding, or create or contribute runoff water which would exceed the capacity or existing or planned drainage systems or provide substantial additional sources of polluted runoff. The proposed project would also not conflict with any water control quality plan or sustainable groundwater management plan. With implementation of the following mitigation measures, the proposed project would have a ***less than significant*** impact relative to this environmental topic.

Response d): As shown in Figure 10, the project site is located within the 500-year flood zone. The 500-year flood zone by definition indicates an area protected by levees from the 1% annual chance flood. The proposed project is not located within a 100-year or 200-year flood zone.

The risks of flooding hazards on the project site and immediate surroundings are primarily related to large, infrequent storm events. These risks of flooding are greatest during the rainy season between November and March. Flooding events can result in damage to structures, injury or loss of human and animal life, exposure to waterborne diseases, and damage to infrastructure. In addition, standing floodwater can destroy agricultural crops, undermine infrastructure and structural foundations, and contaminate groundwater.

Further, in 2007, the State of California passed a series of laws referred to as Senate Bill (SB) 5 directing the Department of Water Resources (DWR) to prepare flood maps for the Central Valley flood system and the State Plan of Flood Control, which includes a system of levees and flood control facilities located in the Central Valley. This legislation also set specific locations within the area affected by the 200-year flood event as the urban level of flood protection (ULOP) for the Central Valley.

SB5 “requires all cities and counties within the Sacramento-San Joaquin Valley, as defined in California Government Code Sections 65007(h) and (j), to make findings related to an ULOP or national Federal Emergency Management Agency (FEMA) standard of flood protection before: (1) entering into a development agreement for any property that is located within a flood hazard zone; (2) approving a discretionary permit or other discretionary entitlement, or ministerial permit that would result in the construction of a new residence, for a project that is located within a flood hazard zone; or (3) approving a tentative map, or a parcel map for which a tentative map

was not required, for any subdivision that is located within a flood hazard zone.” In 2016, the City of Manteca approved a Memorandum of Understanding to pursue 200-year urban level of flood protection to satisfy SB 5.

Since the proposed project is an infrastructure/roadway project, release of pollutants due to project inundation is unlikely, either during project construction or operation.

As shown in Figure 11, the project site is located within a dam inundation area for the New Melones Dam and the San Luis Dam. Dam failure is generally a result of structural instability caused by improper design or construction, instability resulting from seismic shaking, or overtopping and erosion of the dam. Larger dams that are higher than 25 feet or with storage capacities over 50 acre-feet of water are regulated by the California Dam Safety Act, which is implemented by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring these dams. The Act also requires that dam owners submit to the California Office of Emergency Services inundation maps for dams that would cause significant loss of life or personal injury as a result of dam failure. The County Office of Emergency Services is responsible for developing and implementing a Dam Failure Plan that designates evacuation plans, the direction of floodwaters, and provides emergency information.

Regular inspection by DSD and maintenance by the dam owners ensure that the dams are kept in safe operating condition. As such, failure of these dams is considered to have an extremely low probability of occurring and is not considered to be a reasonably foreseeable event.

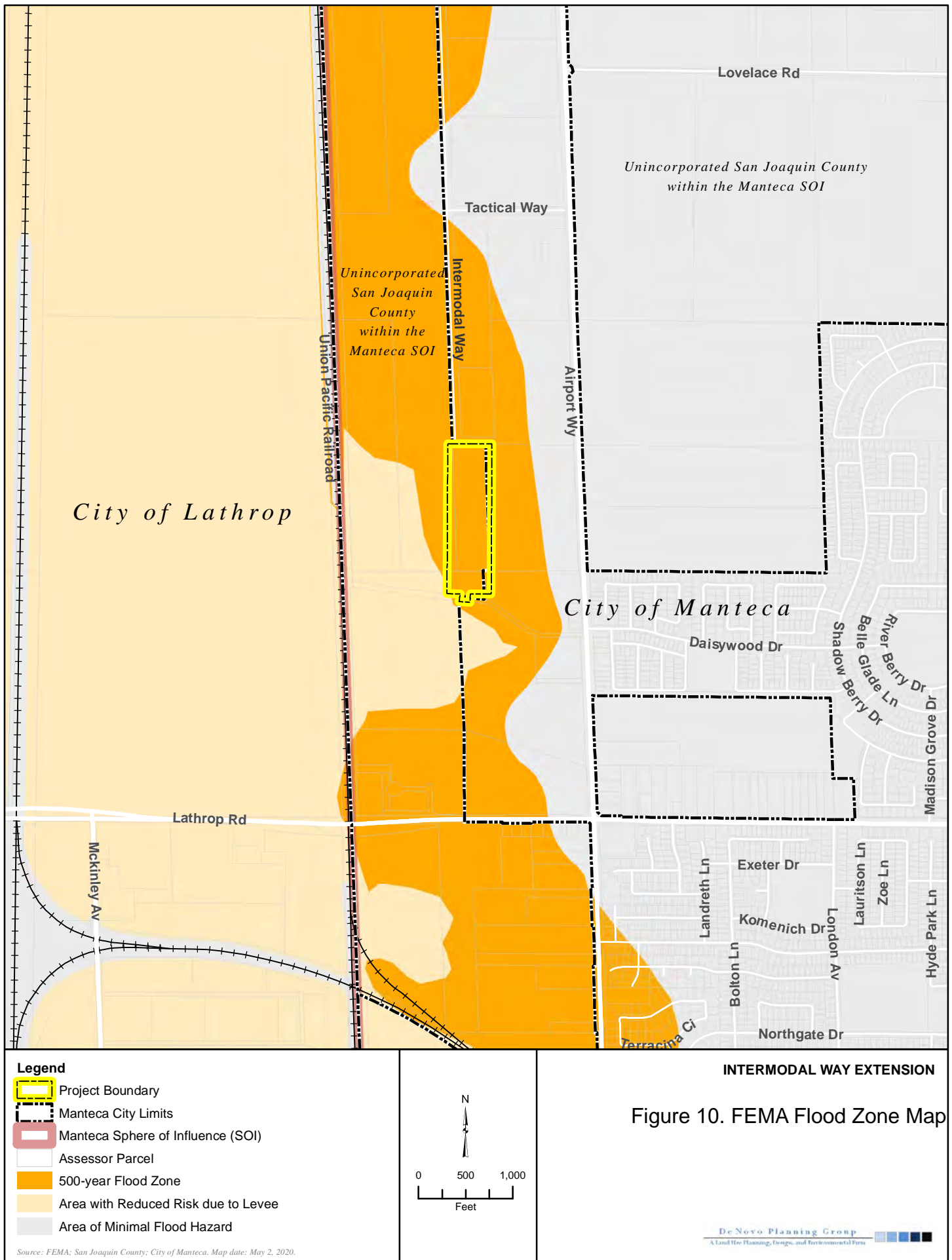
The proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

The project site is not anticipated to be inundated by a tsunami because it is located at an elevation of approximately 19 to 30 feet above sea level and is approximately 60 miles away from the Pacific Ocean which is the closest ocean waterbody.

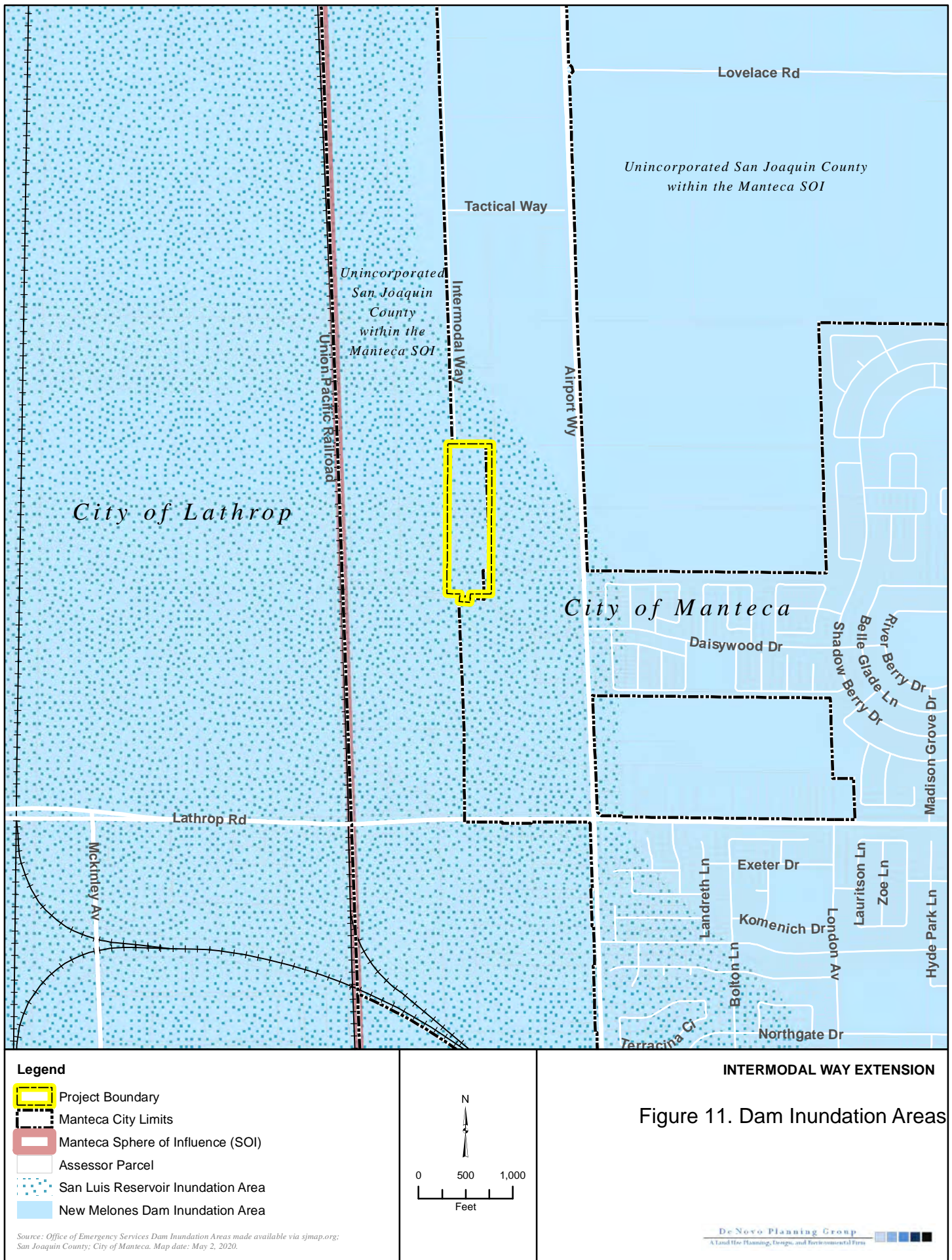
The project site is not anticipated to be inundated by a seiche because it is not located in close proximity to a water body capable of creating a seiche.

Implementation of the proposed project would have a ***less than significant*** impact relative to the risk of release of pollutants due to project inundation by flood hazards, seiches, and tsunamis, or the potential to alter the course of a stream or river in a manner that would impede or redirect flood flows.

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XI. LAND USE AND PLANNING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Responses to Checklist Questions

Response a): The project site is located within the Manteca city limits and is adjacent primarily to existing urban and agricultural uses. The proposed project is consistent with the surrounding uses and would not physically divide an established community. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

Response b): The key planning documents that are directly related to, or that establish a framework within which the proposed project must be consistent, include:

- City of Manteca General Plan; and
- City of Manteca Zoning Ordinance.

The project site is designated as LI by the City's General Plan Land Use Map and is a portion of the project site is zoned General Agriculture (AG-40) by the San Joaquin County Zoning Map, and the remaining portion is zoned MP – Master Plan for the City of Manteca Zoning Map.

According to the City of Manteca 2023 General Plan, the LI designation provides for industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses and similar and compatible uses.

The AG-40 zone was established to preserve agricultural lands for the continuation of commercial agriculture enterprises. Minimum parcel sizes within the AG Zone are 20, 40, 80 or 160 acres, as specified by the precise zoning. The purpose of the MP - Master Plan Zoning District is to establish a process for the consideration and regulation of areas suitable for proposed comprehensive development with detailed development plans and of those areas that require special planning.

The proposed project would not require changes to any land use designations, and would be consistent with the existing zoning, and is supportive to the utility demands for each of these uses. Therefore, impacts to land use compatibility would be ***less than significant***.

XII. MINERAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Existing Setting

The California Geological Survey identifies areas that contain or that could contain significant mineral resources so as to provide context for local agency land use decisions and to protect availability of known mineral resources. Classifications ranging from MRZ-1 to MRZ-4 are based on knowledge of a resource's presence and the quality of the resource. No mineral extraction operations are known to exist in or adjacent to the project site. The project site is designated within Mineral Resource Zone 1 (MRZ-1), as delineated by the Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) (California Department of Conservation, 2012). MRZ-1 is defined by the MRMHMP as being in areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

Responses to Checklist Questions

Responses a), b): The project site is mapped as being located within Mineral Resource Zone 1 (MRZ-1), as delineated by the Mineral Resources and Mineral Hazards Mapping Program (MRMHMP). MRZ-1 is defined by the MRMHMP as being in areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. The proposed project activities would not result in substantial subsurface excavation and would not preclude future exploration for, and extraction of, mineral resources since the proposed use would be decommissioned in the long-term. Therefore, the project would not result in the loss of an available known mineral resources nor result in the loss of availability of locally-important mineral resource recovery sites delineated in a local general plan, specific plan, or other land use plan. Additionally, there are no oil and gas extraction wells within or near the property. Therefore, the impact is ***less than significant*** to this environmental topic.

XIII. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large range of numbers. The decibel (dB) scale is used to facilitate graphical visualization of large ranges of numbers. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a graphically practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels and are expressed in units of dBA, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound power levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted,

an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is similar to L_{dn} , but includes a +5 dBA penalty for evening noise. Typically, CNEL and L_{dn} values are within 0.5 dBA of each other and are often considered to be synonymous. Table NOISE-1 lists several examples of the noise levels associated with common situations.

Table NOISE-1: Typical Noise Levels

<i>Common Outdoor Activities</i>	<i>Noise Level (dBA)</i>	<i>Common Indoor Activities</i>
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office
Quiet Urban Nighttime	--40--	Theater, Large Conference Room
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human

SOURCE: CALTRANS, TECHNICAL NOISE SUPPLEMENT, TRAFFIC NOISE ANALYSIS PROTOCOL. NOVEMBER 2009.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to

measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dBA per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

Regulatory Setting – Manteca General Plan

The City of Manteca General Plan Noise Element contains goals, policies, and implementation measures for assessing noise impacts within the City. Listed below are the noise goals, policies, and implementation measures that are applicable to the proposed project:

Goals

- N-1. Protect the residents of Manteca from the harmful and annoying effects of exposure to excessive noise.
- N-3. Ensure that the downtown core noise levels remain acceptable and compatible with commercial and higher density residential land uses.
- N-4. Protect public health and welfare by eliminating existing noise problems where feasible, by establishing standards for acceptable indoor and outdoor noise, and by preventing significant increases in noise levels.
- N-5. Incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.

Policies

- N-P-2. New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to satisfy the performance standards in Table 9-1 (Table 14 of this section).
- N-P-3. The City may permit the development of new noise-sensitive uses only where the noise level due to fixed (non-transportation) noise sources satisfies the noise level standards of Table 9-2. Noise mitigation may be required to meet Table 9-2 performance standards (Table 15 of this section).
- N-P-5. In accord with the Table 9-2 standards, the City shall regulate construction-related noise impacts on adjacent uses.

Implementation Measures

- N-I-1. New development in residential areas with an actual or projected exterior noise level of greater than 60 dB L_{dn} will be conditioned to use mitigation measures to reduce exterior noise levels to less than or equal to 60 dB L_{dn} .
- N-I-3. In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels are increased by 10 dB or more. An increase from 5-10 dB may be substantial. Factors to be considered in determining the significance of increases from 5-10 dB include:
- the resulting noise levels
 - the duration and frequency of the noise
 - the number of people affected
 - the land use designation of the affected receptor sites
 - public reactions or controversy as demonstrated at workshops or hearings, or by correspondence
 - prior CEQA determinations by other agencies specific to the project
- N-I-4. Control noise at the source through use of insulation, berms, building design and orientation, buffer space, staggered operating hours and other techniques. Use noise barriers to attenuate noise to acceptable levels.

Table NOISE-2: Maximum Allowable Noise Exposure Mobile Noise Sources

MAXIMUM ALLOWABLE NOISE EXPOSURE MOBILE NOISE SOURCES			
Land Use ⁴	Outdoor Activity Areas ¹	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB ³
Residential	60 ²	45	
Transient Lodging	60 ²	45	
Hospitals, Nursing Homes	60 ²	45	
Theaters, Auditoriums, Music Halls			35
Churches, Music Halls	60 ²		40
Office Buildings	65		45
Schools, Libraries, Museums			45
Playgrounds, Neighborhood Parks	70		

¹Outdoor activity areas for residential development are considered to be backyard patios or decks of single family dwellings, and the common areas where people generally congregate for multi-family developments. Outdoor activity areas for non-residential developments are considered to be those common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

²In areas where it is not possible to reduce exterior noise levels to 60 dB L_{dn} or below using a practical application of the best noise-reduction technology, an exterior noise level of up to 65 L_{dn} will be allowed.

³Determined for a typical worst-case hour during periods of use.

⁴Where a proposed use is not specifically listed on the table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the City.

SOURCE: MANTECA GENERAL PLAN, TABLE 9-1.

Table NOISE-3: Performance Standards for Stationary Noise Sources or Projects Affected by Stationary Noise Sources

PERFORMANCE STANDARDS FOR STATIONARY NOISE SOURCES OR PROJECTS AFFECTED BY STATIONARY NOISE SOURCES ^{1,2}		
Noise Level Descriptor	Daytime	Nighttime
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Hourly Leq, dB	50	45
Maximum Level, dB	70	65

¹Each of the noise levels specified above should be lowered by five (5) dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered by residents to be particularly annoying and are a primary source of noise complaints.

²No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

SOURCE: MANTECA GENERAL PLAN, TABLE 9-2.

Regulatory Setting – Manteca Noise Ordinance

Section 9.52.030 of the City of Manteca Municipal Code prohibits excessive or annoying noise or vibration to residential and commercial properties in the City. The following general rules are outline in the ordinance:

9.52.030 Prohibited noises—General standard

No person shall make, or cause to suffer, or permit to be made upon any public property, public right-of-way or private property, any unnecessary and unreasonable noises, sounds or vibrations which are physically annoying to reasonable persons of ordinary sensitivity or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to cause or contribute to the unnecessary and unreasonable discomfort of any persons within the neighborhood from which said noises emanate or which interfere with the peace and comfort of residents or their guests, or the operators or customers in places of business in the vicinity, or which may detrimentally or adversely affect such residences or places of business. (Ord. 1374 § 1(part), 2007)

17.58.050 D. Exempt Activities

8. Construction activities when conducted as part of an approved Building Permit, except as prohibited in Subsection 17.58.050(E)(1) (Prohibited Activities) below.

17.58.050 E. Prohibited Activities

1. Construction Noise. Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work daily between the hours of 7:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities.

Responses to Checklist Questions

Response a): The proposed project has the potential to generate a substantial increase in temporary ambient noise from project construction activities, and a substantial increase in permanent ambient noise during project operation.

Construction Noise

The proposed project could result in temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the proposed project. Table NOISE-4 provides a list of the types of equipment which may be associated with construction activities and the associated noise levels.

Activities involved in project construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. The nearest residential receptors would be located approximately 0.2 miles from project construction activities. Therefore, this distance to sensitive receptors ensures that impacts from construction noise are **less than significant**.

Table NOISE-4: Construction Equipment Noise

Type of Equipment	Predicted Noise Levels, L_{max} dB				Distances to Noise Contours, feet	
	Noise Level at 50'	Noise Level at 100'	Noise Level at 200'	Noise Level at 400'	70 dB L_{max} contour	65 dB L_{max} contour
Backhoe	78	72	66	60	126	223
Compactor	83	77	71	65	223	397
Compressor (air)	78	72	66	60	126	223
Concrete Saw	90	84	78	72	500	889
Dozer	82	76	70	64	199	354
Dump Truck	76	70	64	58	100	177
Excavator	81	75	69	63	177	315
Generator	81	75	69	63	177	315
Jackhammer	89	83	77	71	446	792
Pneumatic Tools	85	79	73	67	281	500

SOURCE: ROADWAY CONSTRUCTION NOISE MODEL USER'S GUIDE. FEDERAL HIGHWAY ADMINISTRATION. FHWA-HEP-05-054. JANUARY 2006.

Operational Noise

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local planning criteria or ordinances, or substantially increase noise levels at noise-sensitive land uses.

The proposed project would not directly generate increased noise beyond those typical noise found at roadways of the kind developed by the proposed project. Moreover, the proposed project would reduce noise on some adjacent roadways located closer to existing residential receptors, since it would divert some traffic (including truck traffic) that would otherwise travel along these roadways (such as along Airport Way). Therefore, operation traffic noise associated with the proposed project would result in a **less than significant** impact generated from project-related traffic noise.

Conclusion

The proposed project is not anticipated to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the applicable standards. Nevertheless, the proposed project would be required to implement Mitigation Measure NOISE-1, which provides for additional construction-related noise attenuation requirements. With implementation of Mitigation Measure NOISE-1, this is a **less than significant** impact.

Mitigation Measure(s)

Mitigation Measure NOISE-1: During project construction activities, the applicant shall require its construction contractors to adhere to the following noise attenuation requirements:

- Construction activities shall be limited to the hours between 7 a.m. to 8 p.m. daily. The City of Manteca Director of Public Works shall have the discretion to permit construction

activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete).

- *All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. If no noise-reduction features were installed by the manufacturer, then the contractor shall require that at least a muffler be installed on the equipment.*
- *Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearest residence, unless safety or technical factors take precedence (e.g., an equipment breakdown).*
- *A 10-foot-high construction noise barrier shall be installed along the edge of the project site within 300 feet of any offsite residence prior to start of grading activities, as applicable. The noise barrier shall either be constructed of a minimum 0.5-inch plywood or utilize acoustical blankets with a minimum Sound Transmission Class of 12. The barrier shall remain in place until noise intensive aspects of construction are completed.*

Response b): Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table NOISE-5 indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v.). One-half this minimum threshold or 0.1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and roadway construction occur. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 25 to 50 feet or further from the project site. At this distance, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table NOISE-6 shows the typical vibration levels produced by construction equipment.

Table NOISE-5: Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec.	in./sec.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage.

SOURCE: CALTRANS. TRANSPORTATION RELATED EARTHBOEN VIBRATIONS. TAV-02-01-R9601 FEBRUARY 20, 2002.

Table NOISE-6: Vibration Levels for Varying Construction Equipment

Type of Equipment	Peak Particle Velocity @ 25 feet (inches/second)	Peak Particle Velocity @ 100 feet (inches/second)
Large Bulldozer	0.089	0.011
Loaded Trucks	0.076	0.010
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.011
Jackhammer	0.035	0.004
Vibratory Hammer	0.070	0.009
Vibratory Compactor/roller	0.210	0.026

SOURCE: FEDERAL TRANSIT ADMINISTRATION, TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT GUIDELINES, MAY 2006

The Table NOISE-6 data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec p.p.v. threshold of damage to buildings and less than the 0.1 in/sec threshold of annoyance criteria at distances over 25 feet. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. Implementation of the proposed project would have a **less than significant** impact relative to this environmental topic.

Response c): The project site is not located within the vicinity of an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The closest airport or airstrip is the Stockton Metropolitan Airport, located approximately 3.9 miles north of the project site. The proposed project would, therefore, not expose people residing

or working in the project area to excessive noise levels associated with such airport facilities. The project site is not located within the vicinity of a private airstrip. The proposed project would, therefore, not expose people residing or working in the project area to excessive noise levels associated with such private airport facilities. Implementation of the proposed project would have ***no impact*** relative to this topic.

XIV. POPULATION AND HOUSING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Responses to Checklist Questions

Response a): The proposed project is an infrastructure/roadway project that is surrounded by light industrial and agricultural uses. The proposed project would not include upsizing of offsite infrastructure or roadways. The installation of new infrastructure would be limited to the internal project site. The sizing of the infrastructure would be specific to the number of units proposed within the project site. Implementation of the proposed project would not induce substantial population growth in an area, either directly or indirectly. Implementation of the proposed project would have **no impact** relative to this topic.

Response b): The project site is currently vacant and does not contain housing. The proposed project would not displace housing or people. Implementation of the proposed project would have **no impact** relative to this topic.

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?				X

Responses to Checklist Questions

Response a):

Fire Protection

The project site is currently under the jurisdiction of the Manteca Fire Department. The Manteca Fire Department serves approximately 71,164 residents throughout approximately 17.2 square miles within the City limits. The Manteca Fire Department operates out of four (4) facilities that are strategically located in the City of Manteca. The nearest fire station to the project site is located at 1154 Union Road, approximately 1.4 miles southeast of the project site.

The Manteca Fire Department maintains a goal for the initial company of three (3) firefighters to arrive on scene for fire and emergency medical service (EMS) incidents within five (5) minutes 90% of the time (Response Effectiveness). In 2014, the Department averaged a 4:18 response time City-wide and was on scene within five minutes 77% of the time. In 2015, the Department averaged a 4:40 response time City-wide. Additionally, in 2015, 6,615 calls were made to the Department, which is the greatest number of calls in the history of the Manteca Fire Department.³

The Department is not currently meeting the Response Effectiveness goal. In May of 2016, the Department arrived on-scene within 5 minutes approximately 66% of the time.⁴ The percentage continues to decline. The Department has recently seen increased calls and expanded areas of coverage. The proposed project will be served by the Department's most impacted fire station (Station No. 2, 1154 S. Union Rd). To combat the increased calls in the southern areas of Manteca, the Department has recently staffed a "Rescue" in District 2. The additional unit will help relieve the significant call volume in south Manteca.

On September 11, 2013, Fire Station No. 4 opened in northwest Manteca. Fire Station No. 4 was one factor that helped to improve both the average response time and the percent of response effectiveness in 2014.

³ City of Manteca Fire Department. 2015. City of Manteca Fire Department 2015 Annual Report.

⁴ Personal Communication with Lantz Rey, City of Manteca Fire Department Fire Marshal. July 19, 2016.

The construction of Fire Station No. 5, which is planned in southeast Manteca, will have a similar impact on response times and response effectiveness. The City is in the process of completing 30 percent of the design of this station with the intent of constructing and staffing this station by the 2019/2020 fiscal year. Funding for this station is dependent on additional annexations and development in the area. The construction and staffing of Fire Station No. 5 will allow the City the ability to achieve the full alarm standard outlined by the National Fire Protection Association 1710 for the first time in the City's History; this will directly affect the Insurance Services Office (ISO) rating, enhance service to the citizens of Manteca, and improve the department's ability to obtain grants. Nevertheless, the City's currently ISO is at 2 (note: lower is better), which is better than most of the jurisdictions in San Joaquin and Stanislaus County.

The proposed project is an infrastructure/roadway project that is surrounded by light industrial and agricultural uses. The proposed project would not add additional people to the City of Manteca; therefore, the proposed project would not put additional demands for service on the Manteca Fire Department. Moreover, the proposed project could reduce response times, given that it provides an additional roadway within the city limits.

The City of Manteca receives funds for the provision of public services through development fees, property taxes, and connection and usage fees. As land is developed within the City and annexed into the City of Manteca, these fees apply. The City of Manteca reviews these fee structures on an annual basis to ensure that they provide adequate financing to cover the provision of city services. The City's Community Development, Public Works, and Finance Departments are responsible for continual oversight to ensure that the fee structures are adequate. The City reviews the referenced fees and user charges on an annual basis to determine the correct level of adjustment required to reverse any deficits and assure funding for needed infrastructure going forward. The City intends to include discussion of these fees and charges as part of the annual budget hearings.

The City of Manteca General Plan 2023 includes policies and implementation measures that would allow for the Department to continue providing adequate facilities and staffing levels. Below is a list of relevant policies:

- The City shall endeavor to maintain an overall fire insurance (ISO) rating of 4 or better (Policy PF-P-42).
- The City shall endeavor through adequate staffing and station locations to maintain the minimum feasible response time for fire and emergency calls (PF-P-43).
- The City shall provide fire services to serve the existing and projected population (PF-P-44).
- The City will establish the criteria for determining the circumstances under which fire service will be enhanced (PF-P-45).
- The Fire Department shall continuously monitor response times and report annually on the results of the monitoring (PF-I-24).
- The City shall encourage a pattern of development that promotes the efficient and timely development of public services and facilities (LU-P-3).

Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee

is commensurate with the service. Payment of applicable impact fees by new development, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the proposed project, would fund capital and labor costs associated with fire protection services. Payment of such fees is adequate to ensure that the proposed project would not result in any CEQA impacts related to this topic, including the potential for the proposed project to cause substantial adverse physical impact associated with the provision of new or physically alternated governmental services, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Therefore, the impact of the proposed project on the need for additional fire services facilities is ***less than significant***.

Police Protection

The project site is currently under the jurisdiction of the Manteca Police Department. The Manteca Police Department operates out of its headquarters located at 1001 W. Center Street. The project site is located approximately 0.92 miles southwest of the headquarters.

The Manteca Police Department is organized into two divisions: Operations and Services. Additionally, the Police Department operates a Public Affairs Unit. For budgeting purposes, the Police Department is organized into the following programs: administration, patrol, investigations, support services, dispatch, code enforcement, jail services, and animal services.

The proposed project is an infrastructure/roadway project that is surrounded by light industrial and agricultural uses. The proposed project would not add additional people to the City of Manteca; therefore, the proposed project would not put additional demands for service on the Manteca Police Department. Moreover, the proposed project could reduce response times, given that it provides an additional roadway within the city limits.

The City of Manteca receives funds for the provision of public services through development fees, property taxes, and connection and usage fees. As land is developed within the City and annexed into the City of Manteca, these fees apply. The City of Manteca reviews these fee structures on an annual basis to ensure that they provide adequate financing to cover the provision of city services. The City's Community Development, Public Works, and Finance Departments are responsible for continual oversight to ensure that the fee structures are adequate. The City reviews the referenced fees and user charges on an annual basis to determine the correct level of adjustment required to reverse any deficits and assure funding for needed infrastructure going forward. The City intends to include discussion of these fees and charges as part of the annual budget hearings.

The City's General Plan includes policies and implementation measures that would allow for the Manteca Police Department to continue providing adequate staffing levels. Below is a list of relevant policies:

- The City shall endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for police calls. Currently the City has 63 sworn officers. With a population of 71,164, that equates to a staffing level of .85 officers per 1000 residents.
- The City shall provide police services to serve the existing and projected population. The Police Department will continuously monitor response times and report annually on the results of the monitoring.

Impact fees from new development are collected based upon projected impacts from each applicable development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the proposed project, would fund capital and labor costs associated with police services. Payment of such fees is adequate to ensure that the proposed project would not result in any CEQA impacts related to this topic, including the potential for the proposed project to cause substantial adverse physical impact associated with the provision of new or physically alternated governmental services, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts.

Based on the current adequacy of existing response times and the ability of the Manteca Police Department to serve the City, it is anticipated that the existing police department facilities are sufficient to serve the proposed project. Consequently, any impacts would be ***less than significant***.

Schools

Most schools within the City of Manteca are part of the Manteca Unified School District (MUSD). The MUSD provides school services for grades kindergarten through 12 (K-12) within the communities of Manteca, Manteca, Stockton, and French Camp. The District is approximately 113 square miles and serves more than 23,000 students. Within the City of Manteca, there are three elementary schools (Manteca Elementary School, Joseph Widmer School, and Mossdale Elementary School) and one high school (Sierra High School). River Islands has two charter elementary schools, located within the Banta Unified School District (River Islands Technology Academy and the S.T.E.A.M. Academy).

MUSD provides school services for grades K through 12 within the communities of Manteca, Lathrop, Stockton, and French Camp. MUSD operates 14 elementary and middle schools (grades K-8), four high schools (grades 9-12), one community day school (grades 7-12), and one vocational academy (grades 11-12). The schools in the City had a total enrollment of approximately 14,279 students, of which 9,416 were enrolled in elementary and middle school (grades K – 8) and 4,863 were enrolled in high school (grades 9 – 12).

The proposed project does not include any residential units, and therefore would directly increase the student population in the area.

The MUSD collects impact fees from new developments under the provisions of The Leroy F. Greene School Facilities Act of 1998, enacted by Senate Bill 50 (“SB 50”). SB 50 restricts the ability of local agencies to deny or condition land use approvals on the basis that school facilities are inadequate and precludes local agencies from requiring anything other than payment of the prevailing developer fee adopted by the local school district. SB 50 sets forth the “exclusive methods of considering and mitigating impacts on school facilities” resulting from any planning and/or development project, regardless of whether its character is legislative, adjudicative, or both. Govt. Code § 65996(a) (emphasis added).

Section 65995(h) provides that “[t]he payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code in the amount specified in Section 65995 ... is hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property ... on the provision of adequate school facilities.” (emphasis added).

The reference in Section 65995(h) to fees “imposed pursuant to Section 17620 of the Education Code in the amount specified in Section 65995” is to per-square-foot school fees that can be imposed by school districts on new residential and commercial and industrial construction. Pursuant to this authority, the District has adopted a Level 1 fee in the amount of \$3.79 per square foot of assessable space of new residential construction. Payment of this Level 1 fee by the applicant constitutes full and complete mitigation of all impacts of the project on the District’s school facilities as a matter of law. (Gov’t Code § 659959h).)

Under SB 50, the City of Manteca is legally precluded from concluding, under CEQA or otherwise, that payment of the prevailing Level 1 fee will not completely mitigate the impacts of the project. Government Code § 65995(a) provides that SB 50 constitutes sets forth the “exclusive methods of considering and mitigating impacts on school facilities” when evaluating a development project. Because the methods of both “considering and mitigating” impacts on school facilities set forth in Government Code section 65996(a) are exclusive, SB 50 obviates the need for CEQA documents even to contain a description and analysis of a development project’s impacts on school facilities. See *Chawanakee Unified Sch. Dist. v. Cty. of Madera*, 196 Cal. App. 4th 1016, 1027 (2011). Further, these statutes prohibit local agencies from concluding that payment of the authorized fees do not constitute full and complete mitigation of a project’s school facilities impacts. Local agencies have no power to supersede the legislature’s express and unambiguous directives on this subject.

Nor does the City possess the authority to deny or condition the project unless the applicant agrees to pay fees or provide other mitigation beyond the duly adopted Level 1 fee. Under Government Code § 65995(a), a “local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property . . . on the basis of a person’s refusal to provide school facilities mitigation that exceeds the amounts authorized pursuant to [SB 50.]”

In short, payment of the Level 1 fee is “deemed to provide full and complete school facilities mitigation and, notwithstanding [Government Code] Section 65858, or [CEQA], or any other provision of state or local law, a state or local agency may not deny or refuse to approve [the] development of real property ... on the basis that school facilities are inadequate.”

Payment of the applicable impact fees from new development, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees, and ongoing revenues that would come from property taxes and other revenues generated by the proposed project, would fund improvements associated with school services.

The provisions of State law are considered full and complete mitigation for the purposes of analysis under CEQA for school construction needed to serve new development. In fact, State law expressly precludes the City from reaching a conclusion under CEQA that payment of the Leroy F. Greene School Facilities Act school impact fees would not completely mitigate new development impacts on school facilities. Consequently, the City of Manteca is without the legal authority under CEQA to impose any fee, condition, or other exaction on the project for the funding of new school construction other than the fees allowed by the Leroy F. Greene School Facilities Act. Additionally, local agencies are prohibited from using the inadequacy of school facilities as a basis for denying or conditioning approvals. Although MUSD may collect higher fees than those imposed by the Leroy F. Greene School Facilities Act, no such fees are required to

mitigate the impact under CEQA. Because the project would pay fees as required by The Leroy F. Greene School Facilities Act, this impact would be ***less than significant***.

Parks

CEQA requires that the proposed project is analyzed to determine whether any substantial adverse impacts would be associated with any new or physically altered governmental facilities that may be required to serve the proposed project (in this case, for park and recreation facilities). The proposed project directly increases the number of persons in the area as a result of employment potential, and residential uses. The proposed project does not include any residential units. For the purposes of extractive and collecting fees to mitigate for increase park demands (Quimby Act), the California Government Code Section 66477 states: *The amount of land dedicated or fees paid shall be based upon the residential density, which shall be determined on the basis of the approved or conditionally approved tentative map or parcel map and the average number of persons per household. There shall be a rebuttable presumption that the average number of persons per household by units in a structure is the same as that disclosed by the most recent available federal census or a census taken pursuant to Chapter 17 (commencing with Section 40200) of Part 2 of Division 3 of Title 4.*

The City's General Plan identifies a park standard based on a goal of five acres of developed parkland per 1,000 residents within the city limits. Further, the City's Parks and Recreation Master Plan (December 2016) states that the City currently strives to provide 3.5 acres of Neighborhood Park land per thousand residents, and 1.5 acres of Community Park land. Due to the active sports needs of the community, the recommendation of the City's Parks and Recreation Master Plan is to shift the acreage goals to achieve a better balance of park land in the future, resulting in a new goal for developing adequate Special Use Park land. The total goal of 5 acres per 1,000 residents remains intact, and the summary of the goals is broken down below:

- Neighborhood Park: 3 acres / 1,000 residents
- Community Park: 1 acre / 1,000 residents
- Special Use Park: 1 acre / 1,000 residents

According to the Parks and Recreation Master Plan, the City currently has a deficit of 5.67 acres of Neighborhood Park, and a surplus of Community Parks (5.58 acres) and Special Use Parks (18.06 acres). Using the above parkland goals, the proposed project would be required to provide approximately:

- Neighborhood Park: 0.95 acres
- Community Park: 0.32 acres
- Special Use Park: 0.32 acres

The Quimby Act allows a development to provide the parkland onsite, or to pay the in-lieu fees to the City for the future development of park elsewhere in the City. However, the proposed project is an infrastructure project, and is therefore not subject to the City park dedication in-lieu fees. Therefore, implementation of the proposed project will result in a ***less than significant*** impact.

Other Public Facilities

The proposed project would not result in a need for other public facilities that are not addressed above, or in Section XVIII, Utilities and Service Systems. Implementation of the proposed project would have ***no impact*** relative to this issue.

XVI. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Responses to Checklist Questions

Responses a): The proposed project is an infrastructure/roadway project that is surrounded by light industrial and agricultural uses. However, as identified under *Impact XV. Public Services*, the proposed project does not include the construction of residential uses, and therefore does not generate additional direct demand on park services. Thus, the potential impact would be reduced to a ***less than significant*** level.

Responses b): The proposed project does not include the construction of recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Implementation of the proposed project would have ***no impact*** relative to this topic.

XVII. TRANSPORTATION

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Responses to Checklist Questions

Response a), b): Less than Significant. The project site is located on the outskirts of unincorporated San Joaquin County and the City of Manteca, with a relatively low volume of traffic occurring on nearby roadways. The proposed project has been designed to be consistent with the nearby Northwest Airport Way Master Plan and its associated EIR. The proposed project would provide a direct connection from the CenterPoint warehousing land uses to and from Roth Road, consistent with the transportation network analyzed in the nearby Northwest Airport Way Master Plan. By completing the last segment of Intermodal Way to and from Container Yard 2, traffic generated by the facility would not use Airport Way to and from Roth Road. According to the traffic consultant (Fehr & Peers), this would result in a net decrease in traffic on Airport Way between Lovelace Road and Lathrop Road, and a resulting reduction in VMT.

The City of Manteca has recently (July 2020) completed an updated Truck Route Analysis, as part of the General Plan, that identifies California Legal and Surface Transport Assistance Act (STAA) Truck Routes. These include truck routes to and from NAWMP using Airport Way, Roth Road, and Lathrop Road. The City of Manteca has initiated discussions with the City of Lathrop to update the Lathrop-Manteca Traffic Study (August 28, 2008) that was completed as part of the City of Manteca and City of Lathrop Settlement Agreement.

The proposed project has been designed to complete the internal roadway network, provide a direct route to and from Roth Road, and reduce traffic volumes on Airport Way between Lovelace Road and Lathrop Road. With implementation of the project, Fehr & Peers projects a minor decrease (less than one-half of one percent – 0.5%) in traffic on Lathrop Road between Airport Way and McKinley Avenue. Furthermore, Fehr & Peers projects a minor decrease (less than one-half of one percent – 0.5%) in traffic on McKinley Avenue, south of Lathrop Road.

According to the *Final Cumulative No Project and Cumulative With Project Level of Service analysis* prepared by Fehr & Peers, the proposed Project would reduce overall operational VMT by 1,910 ADT volume (net) under cumulative conditions. The analysis results are provided in Table TRNS-1, below (as also provided in Appendix A).

Table TRNS-1: Cumulative Level of Service Analysis – No Project versus with Project ADT Volumes

Roadway Segment - Location	No Project		With Project		Difference	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
1. Roth Road – Between Intermodal Way and Airport Way	18,300	D	18,435	D	+135	+0.7%
2. Roth Road – Between Intermodal Way and A Street	17,815	D	18,010	D	+195	+1.1%
3. Roth Road – Between A Street and McKinley Avenue	17,485	D	17,615	D	+130	+0.7%
4. Roth Road – Between McKinley Avenue and Harlan Road	21,830	D	21,960	D	+130	+0.6%
5. Roth Road – Between Harlan Road and NB I-5 Off/On-Ramps	25,080	D	25,210	D	+130	+0.5%
6. Roth Road – Between NB I-5 Off/On-Ramps and SB I-5 Off/On-Ramps	32,710	D	32,750	D	+40	+0.1%
7. Airport Way – Between French Camp Road and Roth Road	18,130	C	18,255	C	+125	+0.7%
8. Airport Way – Between Roth Road and Lovelace Road	20,890	C	21,360	C	+470	+2.2%
9. Airport Way – Between Lovelace Road and Tactical Way	20,540	C	20,110	C	-430	-2.1%
10. Airport Way – Between Tactical Way and Daisywood Drive	24,990	D	22,445	D	-2,545	-10.2%
11. Airport Way – Between Daisywood Drive and Pinnacle Drive	26,600	D	23,890	D	-2,710	-10.2%
12. Airport Way – Between Pinnacle Drive and Lathrop Road	27,900	D	27,045	D	-855	-3.1%
13. Airport Way – Between Lathrop Road and Northgate Drive	21,765	D	21,765	D	No Change	No Change
14. Airport Way – Between Northgate Drive and Louise Avenue	20,560	D	20,560	D	No Change	No Change
15. Airport Way – Between Louise Avenue and Crom Avenue	24,475	D	24,475	D	No Change	No Change
16. Airport Way – Between Crom Avenue and Yosemite Avenue	23,295	D	23,295	D	No Change	No Change
17. Lathrop Road – Between Union Road and Airport Way	29,710	D	29,260	D	-450	-1.5%
18. Lathrop Road – Between Airport Way and Intermodal Way	28,100	D	27,960	D	-140	-0.5%
19. Lathrop Road – Between Intermodal Way / Calavares Materials Driveway and McKinley Avenue	28,100	D	27,960	D	-140	-0.5%

Roadway Segment - Location	No Project		With Project		Difference	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
20. Lathrop Road – Between McKinley Avenue and 5 th Street	27,355	D	27,355	D	No Change	No Change
21. Lathrop Road – Between 5 th Street and Harlan Road	29,065	D	29,065	D	No Change	No Change
22. Lathrop Road – Between Harlan Road and NB I-5 Off/On-Ramps	39,015	D	39,015	D	No Change	No Change
23. Lathrop Road – Between NB I-5 Off/On-Ramps and SB I-5 Off/On-Ramps	36,810	D	36,810	D	No Change	No Change
24. Spartan Way – Between SB I-5 Off/On -Ramps and Golden Valley Parkway	34,040	D	34,040	D	No Change	No Change
25. Intermodal Way – Between Roth Road and 5.11 Tactical Building	3,660	C	3,745	C	+85	+2.3%
26. Intermodal Way – Between 5.11 Tactical Building and Tactical Way	945	C	1,005	C	+60	+6.3%
27. Intermodal Way – Between Tactical Way and Pinnacle Drive	N/A	N/A	4,135	C	+4,135	N/A
28. Intermodal Way – Between Pinnacle Drive and Lathrop Road	N/A	N/A	N/A	N/A	N/A	N/A
29. Tactical Way – Between Intermodal Way and Airport Way	9,920	D	9,455	D	-465	-4.7%
30. Pinnacle Way – Between Intermodal Way and Airport Way	7,560	D	7,750	D	+190	+2.5%
Net Result:	636,645	N/A	634,735	N/A	-1,910	N/A
Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update Source: Fehr & Peers, 2020						

In sum, the results of the analysis show that the proposed project would result in the following (Fehr & Peers, 2020):

1. Marginal increase in traffic volumes on Roth Road between Airport Way and I-5.
2. No change / impact to Lathrop Road between McKinley Avenue and I-5
3. Marginal increase in traffic volumes on Airport Way between French Camp Road and Lovelace Road
4. Marginal decrease in traffic volumes on Airport Way between Lovelace Road and Tactical Way
5. Net decrease in traffic volumes on Airport Way between Tactical Way and Lathrop Road
6. No change in traffic volumes on Airport Way between Lathrop Road and Yosemite Avenue
7. Net decrease in traffic volumes on Lathrop Road east of Airport Way
8. Net decrease in traffic volumes on Lathrop Road between Airport Way and McKinley Avenue

9. No change in traffic volumes on Lathrop Road between McKinley Avenue and Interstate 5 Interchange
10. No change in traffic volumes on Spartan Way between Interstate 5 Interchange and Golden Valley Parkway

Separately, construction traffic would be temporary and minor. The proposed project is a minor roadway extension project that would not include extensive construction activities beyond what would normally be required for a project of this type. In comparison to other types of development projects (such as residential, commercial, or industrial projects), roadway projects typically require fewer construction vehicles over a shorter construction period. Project construction activities would be required to comply with all relevant state and local regulations governing construction activities, which would ensure that construction activities would not generate a significant impact to this topic.

Additionally, as described under Responses c), d) (below), the proposed project would not result in inadequate emergency access and would not increase hazards due to design features or incompatible uses. In conclusion, during both project construction and operation, the proposed project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, or conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). There is a ***less than significant*** impact relative to this topic.

Responses c), d): Less than Significant. The proposed project is a roadway infrastructure project, which would increase roadway linkages within the Northwest Airport Way Master Plan Area. No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay within the proposed project. The volumes on the internal residential roadways (with residences fronting on them) would be relatively low such that no significant conflicts would be expected with through traffic. In addition, there would not be a significant concern relating to emergency access to and from the proposed project, as the proposed project would be developed in accordance with all relevant state and local regulations governing emergency vehicle access, which would ensure that the proposed project would not result in inadequate emergency access. There is a ***less than significant*** impact relative to this topic.

XVIII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.		X		

Responses to Checklist Questions

Responses a), b): Although no Tribal Cultural Resources (TCRs) have been documented in the project site, the project is located in a region where significant cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the TCR definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Examples of significant archaeological discoveries that may meet the TCR definition would include villages and cemeteries. Due to the possible presence of undocumented TCRs within the project site, construction-related impacts on tribal cultural resources would be potentially significant. With implementation of the following mitigation measure, the proposed project would have a ***less than significant*** impact related to tribal cultural resources.

Mitigation Measures

Implement Mitigation Measure CLT-1.

XIX. UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Responses a)-e): The proposed project is an infrastructure/roadway project. The proposed project includes the development a roadway that would connect the constructed northern portion of Intermodal Way to the approved, but not yet constructed, portion of Intermodal Way along the western boundary of CenterPoint Container Yard 2. Intermodal Way is a partially constructed north-south connector road along the western boundary of the Northwest Airport Way Master Plan area. The proposed project also includes the installation of a box culvert crossing on South San Joaquin Irrigation District (SSJID) Drain Line # 3, located along the southern boundary of the project site. The proposed project includes would not require the use of water or wastewater, or natural gas, facilities. There is the potential for the installation of electric power or telecommunications facilities as part of the proposed project, but this would not generate any significant impacts. Additionally, the installation of the roadway and the box culvert would not cause significant environmental effects to these water, wastewater, or other utilities. This is a ***less than significant*** impact.

Responses d), e): The proposed project would not generate solid waste. Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to the project's potential to generate solid waste in excess of the State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and relative to the potential of the proposed project to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

XX. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Existing Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Manteca Planning Area. The City of Manteca is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire. No cities or communities within San Joaquin County are categorized as a "Very High" FHSZ by CalFire. Although this CEQA topic only applies to areas within a SRA or Very High FHSZ, out of an abundance of caution, these checklist questions are analyzed below.

Responses to Checklist Questions

Response a): The project site will connect to existing roadways. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response b): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The County has areas with an abundance of flashy fuels (i.e. grassland) in the foothill areas of the eastern and western portion of the County. The project site is located in an area that is predominately agricultural and urban, which is not considered at a significant risk of wildfire. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response c): The project includes development of infrastructure (a roadway) that would allow for decreased fire risk relative to existing conditions. The project would not impair

implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from project implementation would be considered ***less than significant*** relative to this topic.

Response d): The project site will be connecting to an existing network of streets. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The project site is relatively flat; therefore, the potential for a landslide in the project site is essentially non-existent.

Therefore, impacts from proposed project implementation would be considered ***less than significant*** relative to this topic.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Responses to Checklist Questions

Response a): This Initial Study includes an analysis of the project impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. The analysis covers a broad spectrum of topics relative to the potential for the proposed project to have environmental impacts. This includes the potential for the proposed project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. It was found that the proposed project would have either no impact, a less than significant impact, or a less than significant impact with the implementation of mitigation measures. For the reasons presented throughout this Initial Study, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. With the implementation of mitigation measures presented in this Initial Study, the proposed project would have a ***less than significant*** impact relative to this topic.

Response b): This Initial Study includes an analysis of the project impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and

water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems. The analysis covers a broad spectrum of topics relative to the potential for the proposed project to have environmental impacts. It was found that the proposed project would have either no impact, a less than significant impact, or a less than significant impact with the implementation of mitigation measures. These mitigation measures would also function to reduce the project's contribution to cumulative impacts.

The project would increase the population and use of public services and systems; however, it was found that there is adequate capacity to accommodate the project.

There are no significant cumulative or cumulatively considerable effects that are identified associated with the proposed project after the implementation of all mitigation measures presented in this Initial Study. With the implementation of all mitigation measures presented in this Initial Study, the proposed project would have a ***less than significant*** impact relative to this topic.

Responses c): The construction phase could affect surrounding neighbors through increased air emissions, noise, and traffic; however, the construction effects are temporary and are not substantial. The operational phase could also affect surrounding neighbors through increased air emissions, noise, and traffic; however, mitigation measures have been incorporated into the proposed project that would reduce the impacts to a less than significant level. The proposed project would not cause substantial adverse effects on human beings. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

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APPENDIX A: FINAL CUMULATIVE NO PROJECT AND CUMULATIVE WITH PROJECT LOS ANALYSIS

Table 1: Cumulative Level of Service Analysis – No Project versus With Project Average Daily Traffic Volumes						
Roadway Segment - Location	No Project		With Project		Delta	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
1. Roth Road – Between Intermodal Way and Airport Way	18,300	D	18,435	D	+135	+0.7%
2. Roth Road – Between Intermodal Way and A Street	17,815	D	18,010	D	+195	+1.1%
3. Roth Road – Between A Street and McKinley Avenue	17,485	D	17,615	D	+130	+0.7%
4. Roth Road – Between McKinley Avenue and Harlan Road	21,830	D	21,960	D	+130	+0.6%
5. Roth Road – Between Harlan Road and NB I-5 Off/On-Ramps	25,080	D	25,210	D	+130	+0.5%
6. Roth Road – Between NB I-5 Off/On-Ramps and SB I-5 Off/On-Ramps	32,710	D	32,750	D	+40	+0.1%
7. Airport Way – Between French Camp Road and Roth Road	18,130	C	18,255	C	+125	+0.7%
8. Airport Way – Between Roth Road and Lovelace Road	20,890	C	21,360	C	+470	+2.2%
9. Airport Way – Between Lovelace Road and Tactical Way	20,540	C	20,110	C	-430	-2.1%
10. Airport Way – Between Tactical Way and Daisywood Drive	24,990	D	22,445	D	-2,545	-10.2%
11. Airport Way – Between Daisywood Drive and Pinnacle Drive	26,600	D	23,890	D	-2,710	-10.2%
12. Airport Way – Between Pinnacle Drive and Lathrop Road	27,900	D	27,045	D	-855	-3.1%
13. Airport Way – Between Lathrop Road and Northgate Drive	21,765	D	21,765	D	No Change	No Change
14. Airport Way – Between Northgate Drive and Louise Avenue	20,560	D	20,560	D	No Change	No Change
15. Airport Way – Between Louise Avenue and Crom Avenue	24,475	D	24,475	D	No Change	No Change
16. Airport Way – Between Crom Avenue and Yosemite Avenue	23,295	D	23,295	D	No Change	No Change
Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update Source: Fehr & Peers, 2020						

Table 1 (Continued): Cumulative Level of Service Analysis – No Project versus With Project Average Daily Traffic Volumes						
Roadway Segment - Location	No Project		With Project		Delta	
	ADT Volume	LOS	ADT Volume	LOS	ADT Volume	Percentage Change
17. Lathrop Road – Between Union Road and Airport Way	29,710	D	29,260	D	-450	-1.5%
18. Lathrop Road – Between Airport Way and Intermodal Way	28,100	D	27,960	D	-140	-0.5%
19. Lathrop Road – Between Intermodal Way / Calavares Materials Driveway and McKinley Avenue	28,100	D	27,960	D	-140	-0.5%
20. Lathrop Road – Between McKinley Avenue and 5 th Street	27,355	D	27,355	D	No Change	No Change
21. Lathrop Road – Between 5 th Street and Harlan Road	29,065	D	29,065	D	No Change	No Change
22. Lathrop Road – Between Harlan Road and NB I-5 Off/On-Ramps	39,015	D	39,015	D	No Change	No Change
23. Lathrop Road – Between NB I-5 Off /On-Ramps and SB I-5 Off/On-Ramps	36,810	D	36,810	D	No Change	No Change
24. Spartan Way – Between SB I-5 Off/On-Ramps and Golden Valley Parkway	34,040	D	34,040	D	No Change	No Change
25. Intermodal Way – Between Roth Road and 5.11 Tactical Building	3,660	C	3,745	C	+85	+2.3%
26. Intermodal Way – Between 5.11 Tactical Building and Tactical Way	945	C	1,005	C	+60	+6.3%
27. Intermodal Way – Between Tactical Way and Pinnacle Drive	N/A	N/A	4,135	C	+4,135	N/A
28. Intermodal Way – Between Pinnacle Drive and Lathrop Road	N/A	N/A	N/A	N/A	N/A	N/A
29. Tactical Way – Between Intermodal Way and Airport Way	9,920	D	9,455	D	-465	-4.7%
30. Pinnacle Way – Between Intermodal Way and Airport Way	7,560	D	7,750	D	+190	+2.5%
Note: LOS = Level of Service based on Segment Level of Service Thresholds from Manteca General Plan Update and Lathrop General Plan Update Source: Fehr & Peers, 2020						

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APPENDIX B: CDFW LETTER – NOTIFICATION OF STREAMBED ALTERATION



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916-358-2900
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



5/1/2020

Date

John Lass
Centerpoint Properties
725 S Figueroa Street, Suite 3005
Los Angeles, CA 90017

Dear Mr. Lass,

Notification of Streambed Alteration
Notification No. 1600-2020-0036-R2
Intermodal Way Extension Culvert Project impacting San Joaquin Irrigation
District Ditch 3, tributary to the San Joaquin River

As the California Department of Fish and Wildlife (CDFW) explained in a previous letter to you dated February 2, 2020, CDFW had April 30, 2020 to submit a draft Lake or Streambed Alteration Agreement (Agreement) to you or inform you that an Agreement is not required. CDFW did not meet that date. As a result, by law, you may now complete the project described in your notification without an Agreement.

Please note that pursuant to Fish and Game Code section 1602, subdivision (a)(4)(D), if you proceed with this project, it must be the same as described and conducted in the same manner as specified in the notification and any modifications to that notification received by CDFW in writing prior to April 30th, 2020. This includes completing the project within the proposed term and seasonal work period and implementing all avoidance and mitigation measures to protect fish and wildlife resources specified in the notification. If the term proposed in your notification has expired, you will need to re-notify CDFW before you may begin your project. Beginning or completing a project that differs in any way from the one described in the notification may constitute a violation of Fish and Game Code section 1602.

Also note that while you are entitled to complete the project without an Agreement, you are still responsible for complying with other applicable local, state, and federal laws. These include, but are not limited to, Fish and Game Code sections 2080 *et seq.* (species listed as threatened or endangered, or a candidate for listing under the California Endangered Species Act); section 1908 (rare native plants); sections 3511, 4700, 5050, and 5515 (fully protected species); section 3503 (bird nests and eggs); section 3503.5 (birds of prey); section 5650 (water pollution); section 5652 (refuse disposal into water); section 5901 (fish passage); section 5937 (sufficient water for fish); and section 5948 (obstruction of stream).

John Lass
5/1/2020
Page 2 of 2

Finally, if you decide to proceed with your project without an Agreement, you must have a copy of this letter and your notification with all attachments available at all times at the work site.

If you have questions regarding this letter, please contact Amy Kennedy, Senior Environmental Scientist, Specialist, at 916-358-2885 or by email at R2LSA@wildlife.ca.gov.

Sincerely,

DocuSigned by:

37E732799B3C452...

Jeff Drongesen
Environmental Program Manager

ec: Amy Kennedy, Senior Environmental Scientist, Specialist
amy.kennedy@wildlife.ca.gov

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