City of Manteca

The WoodSpring Suites 120 Retail Project
Site Plan/Design Review (SPC-23-075)
Tentative Parcel Map (TPM 23-076
Minor Use Permit (UPN-23-077)
Draft Initial Study and Mitigated Negative Declaration

Prepared for
City of Manteca
City of Manteca Development Services Department
1215 W. Center St. Suite 201
Manteca, CA 95337

February 2024

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Appendices

1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), to evaluate the potential environmental effects associated with the construction and operation of the WoodSpring Suites 120 Retail Project. Pursuant to Section 15367 of the State CEQA Guidelines, the City of Manteca (City) is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As set forth in the State CEQA Guidelines Section 15070, an IS/MND can be prepared when the Initial Study has identified potentially significant environmental impacts, but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant; and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0 of this document contains the Environmental Checklist that was prepared for the proposed project pursuant to CEQA requirements. The Environmental Checklist indicates whether the proposed project would result in significant impacts with the implementation of mitigation measures, as identified throughout this document.

MITIGATION MEASURES

State CEQA Guidelines Section 15041, *Authority to Mitigate,* gives the lead agency for a project the authority to require feasible changes in any or all activities involved in the project in order to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus" and "rough proportionality" standards. CEQA Guidelines Section 15364 defines "feasible" as capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, legal, social, and technological factors. Mitigation measures will be adopted to reduce the environmental impacts to less than significant levels and must be consistent with all applicable constitutional requirements, including the following:

- There must be an essential nexus (i.e., connections) between the mitigation measure and legitimate governmental interest.
- The mitigation measure be "roughly proportional" to the impacts of the project.

Several forms of mitigation under CEQA Section 15370 are summarized as follow:

- Avoiding the **impact** by not taking a certain action(s);
- **Minimizing** impacts by limiting the degree or magnitude of the action and its implementation;
- **Rectifying** the impact by repairing, rehabilitating, or restoring the impact environment;

- **Reducing** or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- **Compensating** for the impact by replacing or providing substitute resources or environment.

Avoiding impacts is the preferred form of mitigation, followed by minimizing or rectifying the impact to less than significant levels. Compensating for impacts would be pursued if no other form of mitigation is feasible.

ENVIRONMENTAL RESOURCE TOPICS

This IS/MND evaluates the proposed Project's impacts on the following resource topic:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazard 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

1.3 Initial Study Public Review Process

The Initial Study and a Notice of Intent (NOI) to adopt this MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 30-day public review period.

Written comments regarding this MND should be addressed to:

Scott Speer
City of Manteca Development Services Department
1215 W. Center St. Suite 201
Manteca, CA 95337
sspeer@manteca.gov

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Factors Potentially Affected. This section identifies the environmental factors that could be potentially affected by the proposed project.

Section 5.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 6.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Location

The project is located in in the City of Manteca within San Joaquin County, California. The project site is located near the center of the City of Manteca's boundaries while downtown Manteca is located approximately 2 miles to the northeast. The site is directly south of the State Route (SR) 120 eastbound off ramp at Airport Way (Exit 3). The project is comprised of a single Assessor's Parcel Number (APN), 226-160-21. Additionally, the project site is located at the intersection of Airport Way and West Atherton Drive. Please see ***Figure 2-1: Regional Map*** and ***Figure 2-2:*** **Local Vicinity Map**.

2.2 Environmental Setting

REGIONAL SETTING

The City of Manteca is located in central California, approximately 65 miles directly east of San Francisco and 12 miles south of Stockton. Manteca is located within an area of California called the Central Valley. This area is an elongated valley occupying the central region of California, running on average 50 miles wide and 400 miles from north to south (USGS, 2021). The project site falls within an area of the Central Valley called the San Joaquin Basin. The San Joaquin River flows through the basin with outlets to the San Francisco Bay and Pacific Ocean. The City of Manteca is located at the top northwest boundary of the basin. The project site is shown on the U.S. Geological Survey's Lathrop, California, 7.5-minute quadrangle map (See ***Figure 2-3: USGS Topographic Map***).

LOCAL SETTING

The project site is zoned CG (General Commercial) and designated as C (Commercial) under the Manteca General Plan. The area to the north of the project site is developed and includes commercial and residential uses as well as undeveloped areas with a zoning of CG and also has a designation of GC. To the south of the project site, development consists of residential with some agricultural uses and is zoned R-1 (One-Family Dwelling) and is designated LDR (Low Density Residential 2.1 to 8 dwelling units/acre). To the west of the proposed project, are a mix of commercial and residential uses with zonings of CG and R-1 and designations of GC and LDR. And to the east, the adjacent areas are mostly developed with residential with some undeveloped parcels with zonings of CG and R-1 and designations of GC and LDR (City of Manteca, 2023).

The project site is undeveloped land, with minimal brush scrub vegetation. The proposed project area has existing utility stubs provided on site, street lighting along Atherton Drive and Airport Way, and existing curbs, gutters, and sidewalks along the frontage of the parcel and the west side of the project site along Airport Way.

As stated previously, the project site itself is designated C in the General Plan and zoned CG and R-1 in the Municipal Code (City of Manteca, 2011). The Municipal Code describes CG as:

> "… wholesale, warehousing, and heavy commercial uses, highway-oriented commercial retail, public and quasi-public uses, and similar and compatible uses. The designation is also intended to accommodate visitor lodging, commercial recreation and public

> gathering facilities, such as amphitheaters, or public gardens. It also allows most neighborhood and mixed commercial uses."

The Municipal Code also describes R-1 as:

> "…designation allows for substantial flexibility in selecting dwelling unit types and parcel configurations to suit site conditions and housing needs. The types of dwelling units include small lots and clustered lots as well as conventional large-lot detached residences."

The proposed development on the site would require project specific use permits depending on the commercial use.

2.3 Proposed Project

The proposed project, called WoodSpring Suites 120 Retail, proposes an 18.4-acre retail, commercial, and restaurant development that includes 12 separate buildings and parking located at the intersection of West Atherton Drive and South Airport Way. The proposed development can be defined by three major components: the general retail, restaurants, and convenience store and 12-fueling gas station, the hotel, and a car dealership. Please see ***Figure 2-4: Proposed Site Plan***.

- Parcel 1: this contains the general retail, restaurants, and convenience store and 12-fueling gas station on approximately 11.02 acres.
    - The general retail would be approximately 58,000 square feet of space with 298 parking stalls.
    - The restaurant spaces would total approximately 13,900 square feet of space with 70 parking stalls.
    - The convenience store and gas station would total approximately 2,500 square feet with four parking stalls.
- Parcel 2: the hotel is four stories high on approximately 2.38 acres with 122 hotel rooms and 137 parking stalls.
- Parcel 3: The car dealership building would be approximately 30,942 square feet on about 5 acres which would contain 108 parking stalls.

The project site would have a total of six access points. Five of the six access points are located on West Atherton Drive with the sixth access point located on Airport Way. The eastern most access point would exclusively serve the proposed car dealership. A new traffic signal would be installed at the access point at the intersection of Sparrow Hawk Street. This access would provide one of the left turn out points from the project area. A third access point for the project area will be located on West Atherton Drive between Sage Sparrow Avenue and Sparrowhawk Street. The fourth access point, located on West Atherton Drive, directly across from Sage Sparrow Avenue, would serve the general retail stores and restaurants and, indirectly, the convenience store and gas station. This access would provide the second protected left turn out point from the project area. A fifth access point on West Atherton Drive, just south of the Sage Sparrow Avenue intersection, would serve the convenience store and gas station and the general retail stores and restaurants. Lastly, the sixth access point located on Airport Way north of the Airport Way/West Atherton Drive intersection, would serve the convenience store and gas station and the general

retail stores and restaurants. No access points would exist on the east bound CA-120 on-ramp. All uses within the project area would be accessible from the other parcels.

PROJECT COMPONENTS:

General Retail, Restaurants, and Convenience Store and Gas Station:

General Retail

The general retail, restaurants, and convenience store and gas station is located on Parcel 1 which is in the southwest corner of the proposed project site. The entire parcel is approximately 11.02 acres and is the biggest of the three parcels that comprise the proposed project site. The general retail component would include 58,000 square feet of retail space and 298 parking stalls and would be made up of five buildings in which three of the five buildings would be used for major retail stores while other two would be smaller in size. Specifically, the biggest major retail building would be 23,000 square feet, with the second biggest being 11,000 square feet, and the third biggest being 11,000 square feet. The remaining smaller retail buildings would be 8,000 and 6,000 square feet.

Most of the general retail buildings are clustered in the northeast portion of Parcel 1. In fact, all three of the major retail buildings plus one of the smaller retail buildings (6,000 square feet) are clustered in the northeast portion of the site. The remaining, smaller retail building is located across the internal parking lot on the southern portion of Parcel 1, close to one of the three access points to Parcel 1.

Restaurants

The restaurants component of Parcel 1 totals 13,900 square feet and incorporates 70 parking stalls. In total, there are four buildings where the restaurants would be located. The first three buildings, or pads as named in the site plan, are 2,800 square feet each. The fourth pad is 5,500 square feet. Pads one through three are clustered along the northwest portion of the parcel while the fourth pad is in the southeast portion of the parcel.

Convenience Store and Gas Station

The convenience store and gas station occupy the southwest portion of Parcel 1. Square footage for the building housing the convenience store would total 2,500 square feet and would include four parking stalls. In addition to the convenience store, a gas station is also proposed to be built which would have three fuel islands with 12 fueling positions Three proposed underground fuel tanks would be located directly west of the building that would supply the site. The gas station would have an annual throughput of 2,862,000 gallons of unleaded fuel and 2,438,000 gallons of diesel fuel on an annual basis.

Hotel:

The hotel is located in the northeast portion of the proposed project site which is in the middle parcel, Parcel 2. The four-story building would contain 122 hotel rooms with 137 parking stalls on approximately 2.38 acres. As stated previously, the entrance into the hotel area is located on West Atherton Drive, across from Sparrowhawk Street. This is a shared access point with the proposed car dealership which is northeast of the hotel.

Car Dealership:

The proposed car dealership would be located on the approximately 5-acre northeastern parcel of the project site which is Parcel 3. The building is proposed to be approximately 30,942 square feet and would include 108 parking stalls. It is anticipated that the car dealership would include a sales showroom, sales and accounting offices, and a service area.

Stormwater

The site includes 2 bioretention basins, one in the southeast corner approximately 1,240 square feet and 1.5 feet deep, and the other on the southwest side approximately 2,150 square feet and 1.6 ft deep. Stormwater at the site would be collected and run through a catch basin with an oil & gas separator, to a bioretention basin, and then to a proposed 18-inch storm drain that would connect to an existing stormwater drain in West Atherton Drive.

Utilities

The project site would tie into existing water, stormwater, sewer, gas, electrical, and telecommunications utilities located within Atherton drive. Stormwater from the site would connect to an existing 18-inch stormwater drain in West Atherton Drive. The project also proposes tying a 6-inch sewer line into an existing 8-inch lateral sewer line, at a proposed manhole on the southern border of the project site off of West Atherton Drive.

Landscaping

Landscaping would be incorporated throughout the project site consistent with low impact development best practices and City requirements for commercial development projects.

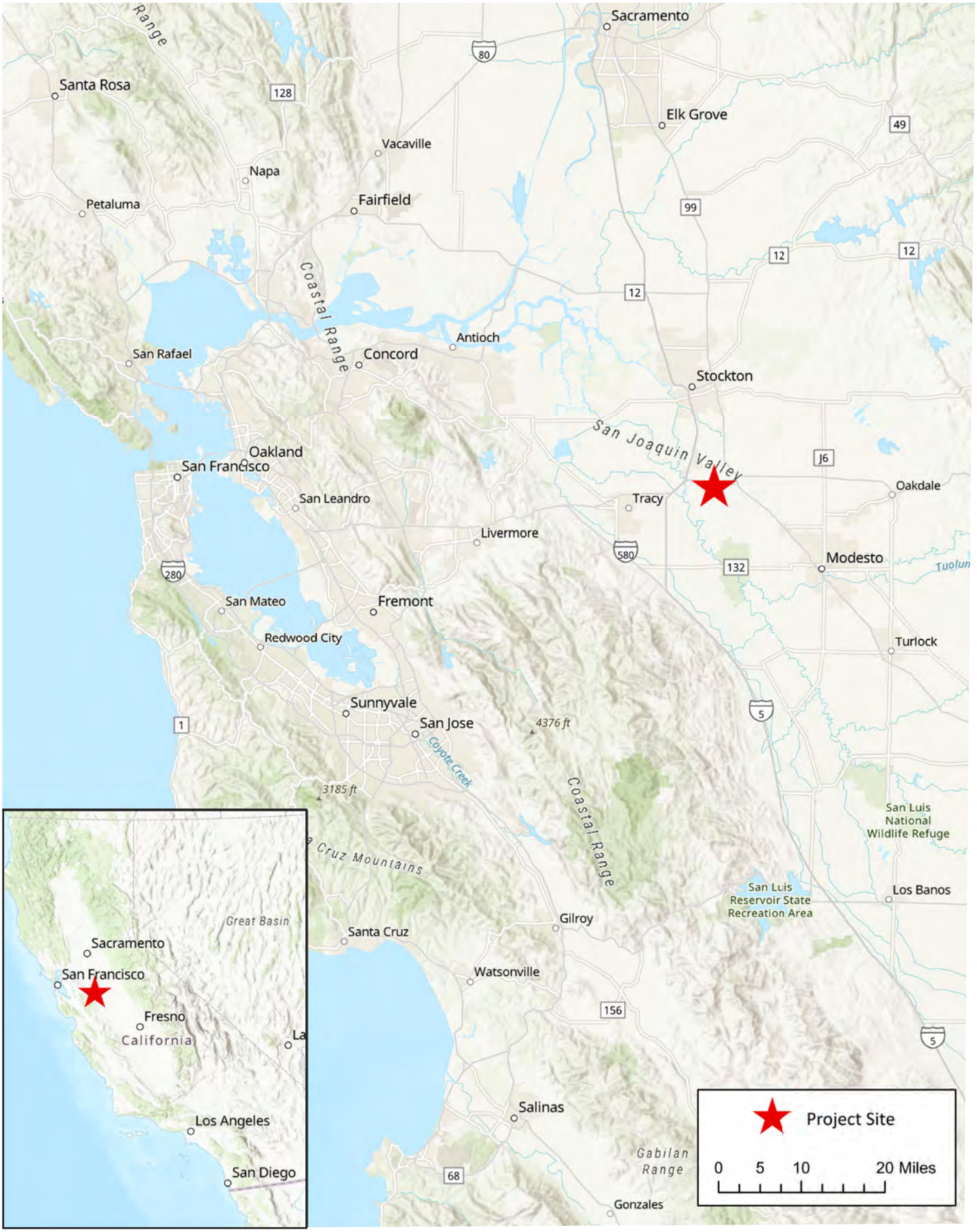
Offsite Improvements

Offsite improvements include the construction of two traffic signals and street median improvements at the intersections adjacent to the project site. The first traffic signal would be installed at the intersection of West Atherton Drive and Sparrowhawk Street. This traffic signal would control traffic coming in and out of the driveway of the commercial center. Street median improvements on West Atherton Drive include both raised and painted medians to guide traffic into appropriate turns lanes at the driveways and traffic signal. The improvements would occur along the project frontage of West Atherton Drive.

A traffic signal is proposed at the intersection of West Atherton Drive and Airport Way and is a condition of approval of another separate development project. This signal would control the movements of cars at this existing four-way intersection that is currently controlled with stop signs. Both raised and painted medians are proposed within Airport Way to guide traffic coming southbound into the intersection and into the right-in and right-out project driveway on Airport Drive. The improvements would occur along the project frontage of Airport Drive. If the traffic signal is not installed prior to occupancy of the proposed project, then the proposed project would be responsible for the signalization of this intersection.

Additional improvements are proposed at the intersection of West Atherton Drive and Sage Sparrow Avenue. Street median improvements at this intersection would include raised and painted medians along West Atherton to guide traffic into and out of the project driveway.

All of the offsite improvements would occur within the existing roadway or existing Right-of-Way. No additional Right-of-Way is required for the offsite improvements.



Source: ESRI, 2023

Figure 2-1: Regional Map

WoodSpring Suite 120

Initial Study/Mitigative Negative Declaration

Not to scale

Kimley»Horn

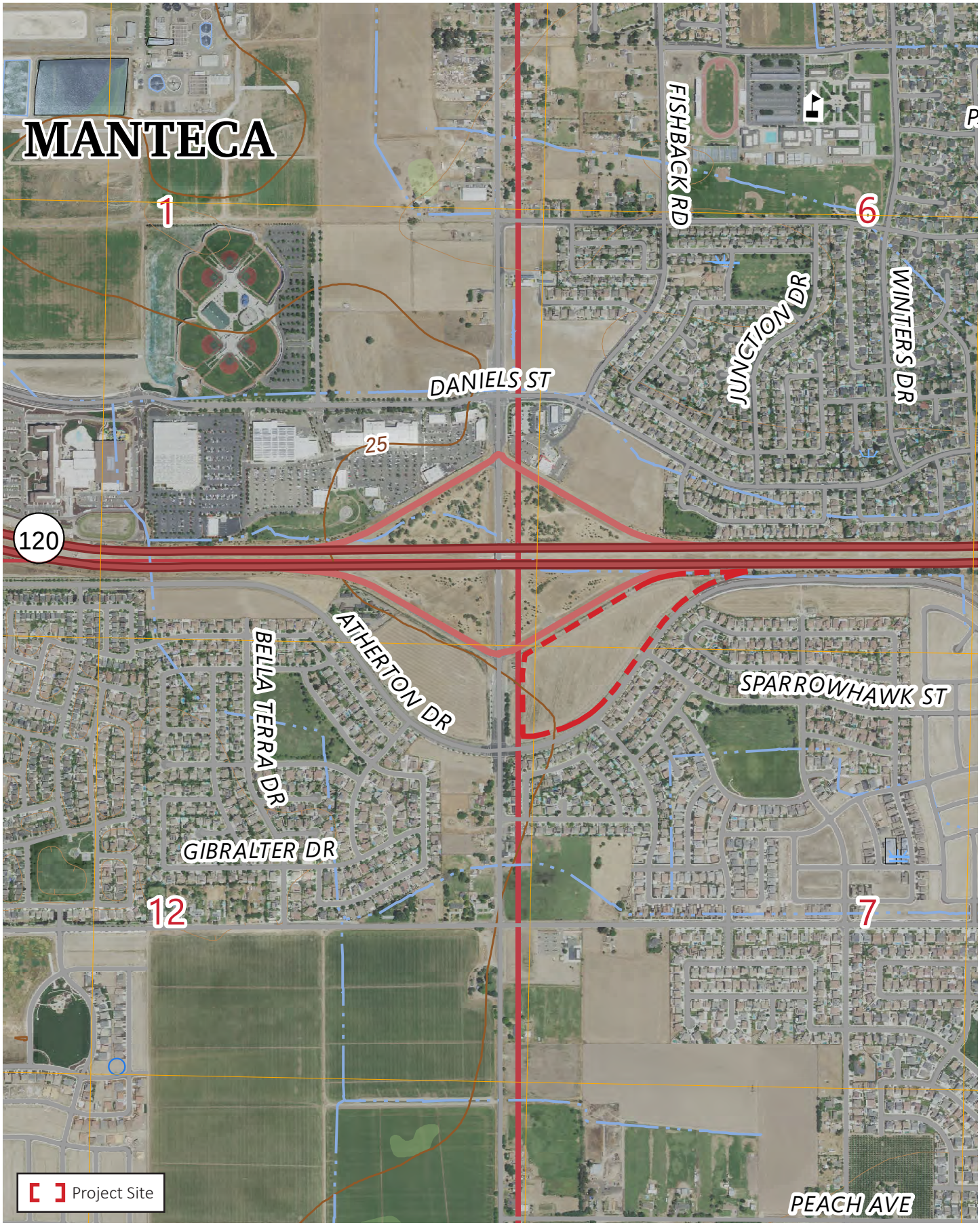
Source: ESRI, 2023

Figure 2-2: Local Vicinity Map

WoodSpring Suite 120
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: USGS, 2023

Figure 2-3: USGS Topographic Map

WoodSpring Suite 120

Initial Study/Mitigative Negative Declaration

Not to scale

Kimley»Horn

Source: Reynolds & Brown, 2023

Figure 2-4: Proposed Site Plan

WoodSpring Suite 120
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

NOTE: The following is a sample form that may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered. The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.

1. **Project title:**

   The WoodSpring Suites 120 Retail Project

2. **Lead agency name and address:**

   The City of Manteca
   Development Services Department
   1215 W. Center St., Suite 201
   Manteca, California 95337

3. **Contact person and phone number:**

   Scott Speer, (209) 456.8565
   sspeer@ci.manteca.ca.us

4. **Project location:**

   Northeast Corner of West Atherton Drive and Airport Way
   Manteca, California 95337

5. **Project sponsor's name and address:**

   Drew Mickel, Vice President
   Reynolds and Brown
   1200 Concord Avenue, Suite 200
   Concord, CA 94520

6. **General plan designation:**

   Commercial (C)

7. **Zoning:**

   General Commercial Zoning District (CG)

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

   The WoodSpring Suites 120 Retail project proposes an 18.4-acre mixed commercial use development, including retail stores, restaurants, a hotel, a car dealership, a convenience store, and a gas station. The project is currently vacant land with existing utility stubs provided on site, street lighting exists along West Atherton Drive and Airport way, and existing curb, gutter, sidewalk exist and appear to be of adequate width along the frontage of the parcel. Additional site improvements include, but are not limited to grading, landscaping, hardscape, and irrigation. For more details, please see the detailed project description in Section 2.3, above.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   The projects surroundings are generally designated as low density residential (LDR) in the General Land Use Plan to the immediate south and east, with General Commercial (GC) located west and northwest of the project site. The project is located north of the city limits with land previously disturbed for agriculture use, further south outside and inside the city.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**

    City of Manteca

    - Adoption of the Initial Study/Mitigated Negative Declaration
    - Approval of Minor Use Permit, Site Plan/Design Review/Tentative Parcel Map
    - Grading and Improvement Plans
    - Building Permits

    San Joaquin Council of Governments

    - Approval of Incidental Take Mitigation Measures

    San Joaquin Valley Air Pollution Control District

    - Authority to Construct/Permit to Operate

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City has notified California Native American tribes of the proposed project and an invitation to consult with the City as provided under Assembly Bill 52. The notifications were distributed based on a list provided by the NAHC of tribes who may have knowledge of cultural resources in the project area. These notification letters were distributed to identified Native American Tribes on **February 28, 2024**, with no response at the time of this publication.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact identified as "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Air Quality
- ☒ Agricultural and Forestry Resources
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☒ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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.

CERTIFICATION:

Signature _____ Date _____

5.0 ENVIRONMENTAL ANALYSIS

5.1 AESTHETICS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
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**	

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. A vista is a view from a particular location or combination of locations; a scenic vista combines an aesthetically pleasing aspect, often natural, to the vista. While a scenic vista may be formally designated, they are often informal public views. An adverse effect to a scenic vista may result from a degradation of an existing vista or the loss of access to an existing viewpoint.

As outlined in the FEIR General Plan, on clear days distant views of the Sierra Nevada Mountains to the east and The Coast Range from the west can be seen from the City of Manteca. Most days these views are obstructed due to weather conditions, and therefore the proposed project would only intermittently obstruct views on clear days. The project site is in the southwest area within city boundaries. Locally, the project site is surrounded by agricultural fields to the south and the San Joaquin River to the west. The project would have a less than significant impact on views of the river, as the project lies on the same plane and is at a far enough distance where views would

not be possible from the project site. The project would fit in to the context of the existing development and not significantly alter the visual aesthetic of the surrounding area.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. The project site is in a relatively flat area between SR 120, to the north, a residential neighborhood to the south, and a vacant previously disturbed lot to the west. This area does not contain any aesthetically significant trees, rock outcroppings, or historical buildings. Additionally, the project site is not located near a scenic highway, the site is located approximately 17.2 miles southwest from the nearest California Scenic Highway 580 (DOT, 2018) and therefore would cause a less than significant impact to scenic resources.

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?

Less Than Significant Impact. The project site is in an urbanized area, and the project does not conflict with the General Commercial zoning district it falls within. This zoning district is described in the Cities Municipal Code as

"…provid[ing] for wholesale, warehousing, and heavy commercial uses, highway-oriented commercial retail, public and quasi-public uses, and similar and compatible uses. The designation is also intended to accommodate visitor lodging, commercial recreation and public gathering facilities, such as amphitheaters, or public gardens. It also allows most neighborhood and mixed commercial uses."

The specific project components would be required to determine allowable use and be required to obtain correct permitting and review prior to issuance of grading permits. The proposed uses including hotel, grocery, restaurants, and vehicle service stations are all allowed under this zoning district and fit in to the overall aesthetic landscape. The project would align with the General Plan's Circulation Goals to improve the aesthetic quality in the built environment by having curbside landscaping, providing sidewalks and bike lanes where space is available. The project site includes landscaping plans consistent City guidelines and includes maintaining landscaping and a sidewalk to meet General Plan Guidelines. The site also proposes adequate and attractive signage to update the area and alert the public to the commercial uses at the project site. The project would also comply with all additional federal, state, and local regulations governing scenic quality. Therefore, impacts are less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Due to the nature of the project, operational hours are anticipated to be 24 hours per day/7 days per week/ 365 days per year. Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars.

Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Existing outdoor lighting at and near the project site is associated with commercial/retail, public/institutional, and street lighting typical of suburban areas. The proposed project would generate lighting from two primary sources: lighting from building interiors that would pass through windows, and lighting from exterior sources (e.g., street lighting, vehicles, security lighting, and landscape lighting). Lighting associated with the project would not be directed towards adjacent properties across Atherton Drive toward the residential community.

The City of Manteca's Municipal code Section 15.50.060 General Lighting Standards outlines outdoor lighting standards. This includes nuisance prevention which would require all lighting to be directed downward, toward structures, and shielded to prevent glare and light pollution, maintenance, shielding which would reduce light trespass, level of illumination, max height, energy efficient fixtures, etc. The project would adhere to these standards. Further, the City would also review new lighting for conformance with the 2019 California Green Building Standards Code (CALGreen) (California Code of Regulations [CCR] Title 24 Part 11) such that only the minimum amount of lighting is used, and no light spillage occurs. The project would adhere to the City's Municipal Code, California's Green Buildings Standards Code, and all additional federal, state, or local regulations. Therefore, resulting in a less than significant impact concerning a new source of substantial light or glare.

Cumulative Impacts

The potential aesthetic impacts related to views, aesthetics, and light and glare are site-specific. As discussed above, project-related impacts to scenic vistas would be less than significant, and the proposed project would not result in any impacts to on-site visual resources because the project would retain and enhance the visual characteristic of the site. In addition, the proposed project would also be consistent and comply with the City's land use, scenic quality and development regulations contained in the City's Municipal Code and General Plan. Lighting and sources of glare, while not always site-specific, would be consistent with much of the surrounding urban area and would be used during similar hours as surrounding uses. Therefore, while the proposed project in conjunction with past, present, and reasonably foreseeable development would change the appearance of the site, all development projects follow applicable local planning and design guidelines regarding roadway design including materials, coloration, and landscaping as specified in the City's Municipal Code regarding lighting standards and limitation. Therefore, aesthetic impacts are not expected to be cumulatively considerable, and impacts would be less than significant.

5.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			**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**		

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?

Less Than Significant Impact with Mitigation. The project site is currently zoned as General Commercial (CG) (City of Manteca, 2023). The project site contains approximately 1.6 acres designated as Farmland of Statewide Importance with the remaining approximately 16.8 acres

designated as Prime Farmland as shown on the California Important Farmland Finder Map (California Department of Conservation, 2018). The proposed Project is subject to the City's agricultural mitigation fee program and the San Joaquin County Multispecies Habitat Conservation & Open Space Plan (SJMSCP) conditions. Payment of these fees is standard for the conversion of farmland in the City of Manteca. Different types of land require different levels of mitigation. The entirety of San Joaquin County is mapped according to each land use category so that landowners, project proponents and project reviewers are 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. Fees are automatically adjusted on an annual basis. The project proponent will be required to pay the established fees on a per-acre basis for the loss of Prime Farmland and Farmland of Statewide Importance. Fees paid toward the City's program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation. Implementation of the following mitigation would ensure there is a less than significant impact relative to this issue. Please see ***Figure 5-1: Farmland Map*** and ***Figure 5-2: Multi-Species Habitat Conservation and Open Space Plan***.

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.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. Refer to a) The project site is not under a Williamson Act contract and does not have existing zoning for agricultural use (California Department of Conservation, 2022). Therefore, the proposed project would have a less than significant impact to zoning for agricultural use or a Williamson Act Contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Less Than Significant Impact. The project is not zoned as forest land, timberland, or timberland production and no land in the project vicinity is. Therefore, the project would not conflict or cause rezoning of any forest land (as defined in Public Resource Code section 12220(g)) timberland (as defined by Public Resources Code section 4526), or zoned Timberland Production (as defined by Government Code section 51104(g)). Therefore, impacts related to the loss of this agricultural resource are less than significant.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

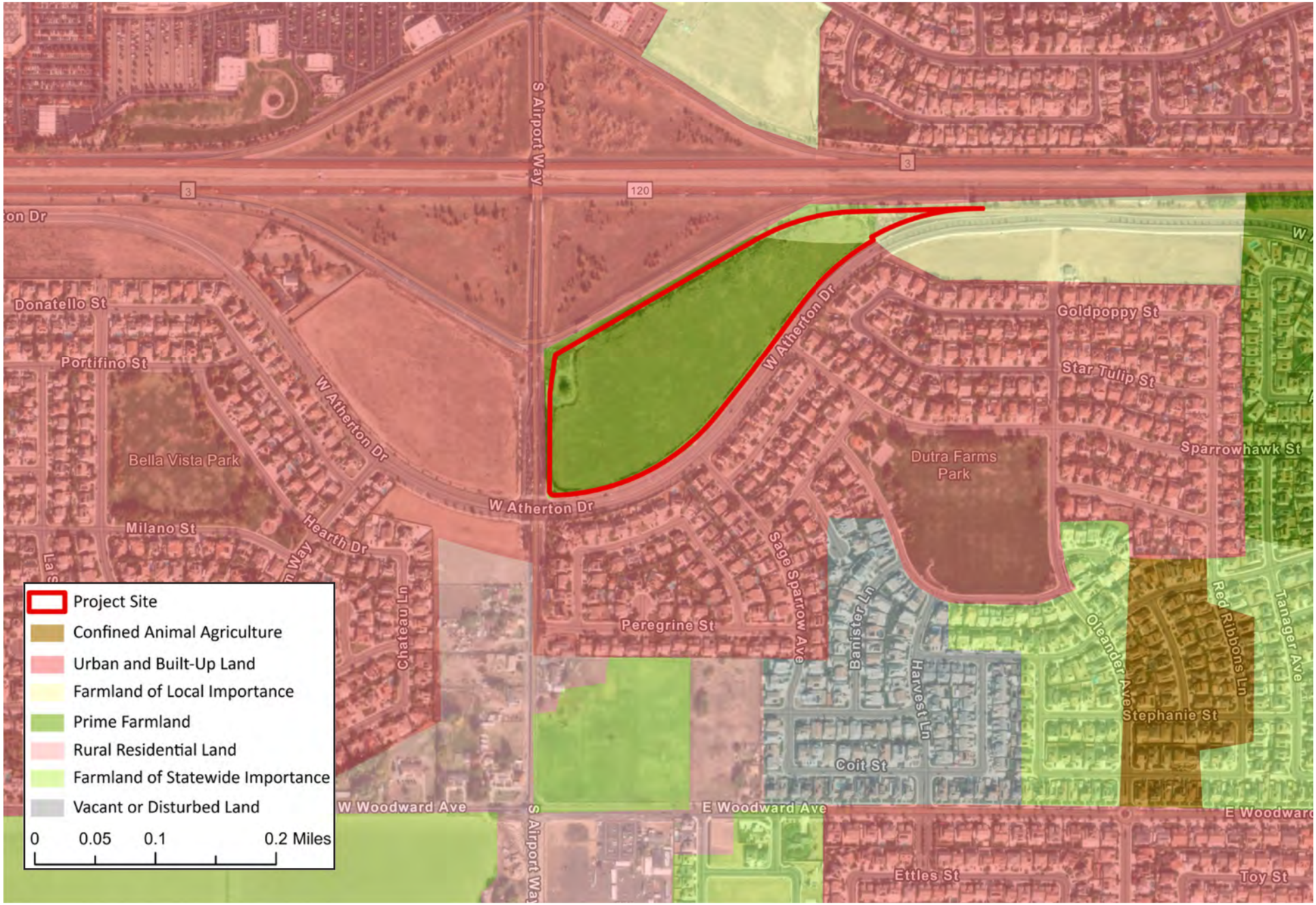
Less Than Significant Impact. **Refer to c)**

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?

Less Than Significant Impact with Mitigation. **Refer to a)** Less Than Significant. **Refer to c)**

Cumulative Impacts

The proposed project would have no significant impact with mitigation on agriculture and forestry resources since the surrounding uses are currently used for commercial, residential, public use, and industrial purposes. The project site is zoned as General Commercial. The project is not zoned as forest land, timberland, or timberland. Notably, the project site is located on Prime Farmland and Farmland of Statewide Importance. However, implementation of Mitigation Measure AG-1 would result in no significant impact with mitigation. Additionally, the current zoning does not conflict with a Williamson Act contract. Therefore, the project would not contribute to a cumulatively considerable impact to agriculture and forestry given the mitigation measure.



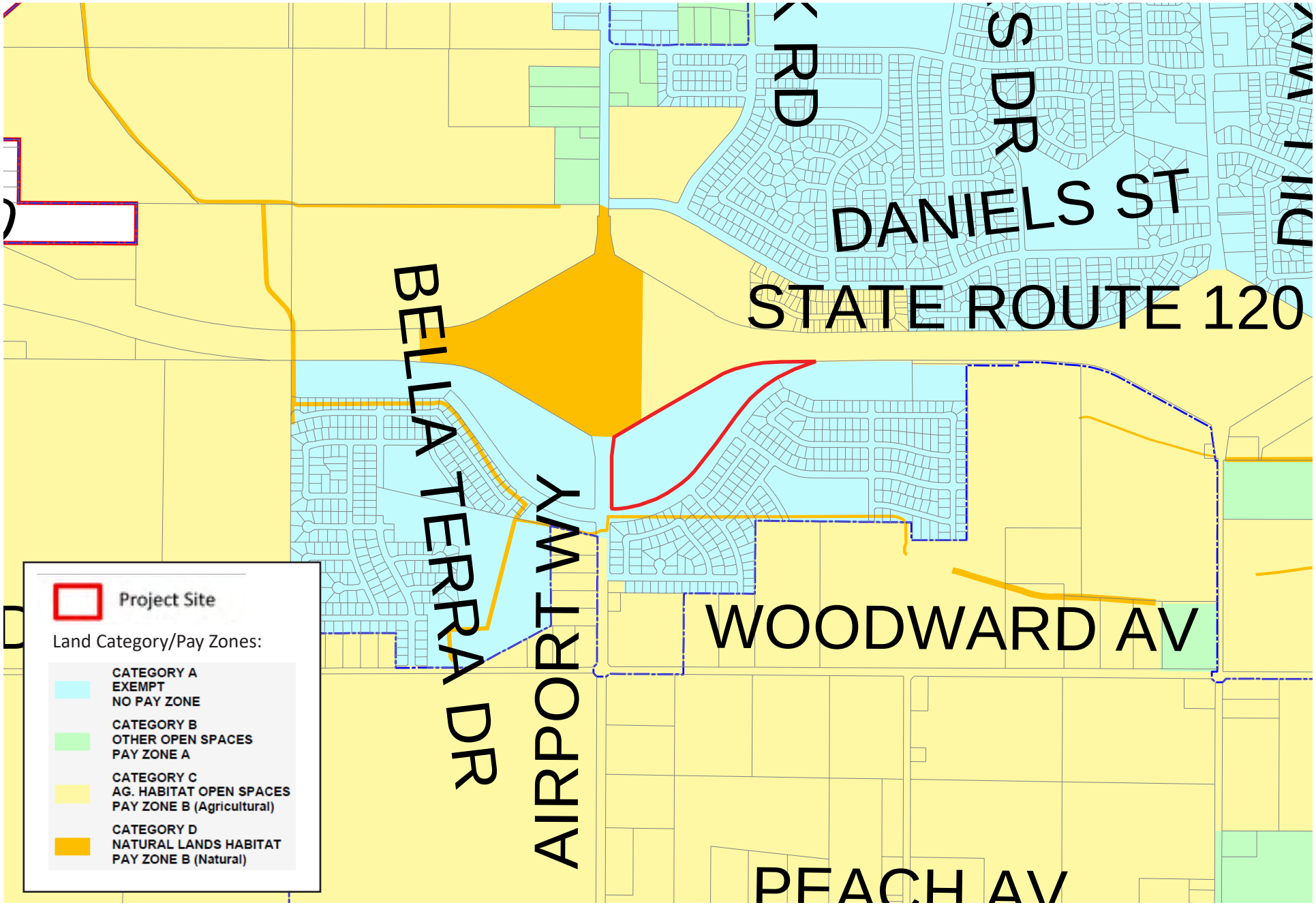
Source: California Department of Conservation, 2022

Figure 5-1: Farmland Map

WoodSpring Suite 120
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn



Source: San Joaquin Council of Governments, 2004

Figure 5-2: Multi-Species Habitat Conservation and Open Space Plan

WoodSpring Suite 120
Initial Study/Mitigated Negative Declaration

Not to scale

Kimley»Horn

5.3 AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
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**	

REGULATORY SETTING

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the EPA developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including ozone, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Depending on whether the standards are met or exceeded, the local air basin is classified as in "attainment" or "nonattainment." Some areas are unclassified, which means no monitoring data are available. Unclassified areas are considered to be in attainment. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires that each state prepare a State Implementation Plan (SIP) to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. Environmental Protection Agency (EPA) has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in *Table 1: State and Federal Ambient Air Quality Standards*.

State

California Air Resources Board (CARB)

CARB administers California's air quality policy. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 1: State and Federal Ambient Air Quality Standards*, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. In general, the San Joaquin County experiences low concentrations of most pollutants when compared to federal standards, except for O_3 and PM, for which standards are exceeded periodically. San Joaquin Valley Air Basin (SJVAB) has a State designation Attainment or Unclassified for all criteria pollutants except for ozone, PM_{10} and $PM_{2.5}$. SJVAB has a national designation of either "Unclassified" or "Attainment" for all criteria pollutants except for Ozone and $PM_{2.5}$.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the SIP for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in *Table 1.*

Table 1: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]		Federal Standards[2]	
		Concentration	Attainment Status	Concentration[3]	Attainment Status
Ozone (O_3)	8 Hour	0.070 ppm (137 µg/m^3)	N[9]	0.070 ppm	N[4]
	1 Hour	0.09 ppm (180 µg/m^3)	N	NA	N/A[5]
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	A	9 ppm (10 mg/m^3)	A[6]
	1 Hour	20 ppm (23 mg/m^3)	A	35 ppm (40 mg/m^3)	A
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	A	0.100 ppm[11]	U
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	-	0.053 ppm (100 µg/m^3)	A
Sulfur Dioxide[12] (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	A	0.14 ppm (365 µg/m^3)	A
	1 Hour	0.25 ppm (655 µg/m^3)	A	0.075 ppm (196 µg/m^3)	A

	Annual Arithmetic Mean	NA	-	0.03 ppm (80 µg/m^3)	A
Pollutant	**Averaging Time**	**State Standards[1]**		**Federal Standards[2]**	
		Concentration	**Attainment Status**	**Concentration[3]**	**Attainment Status**
Particulate Matter (PM_{10})	24-Hour	50 µg/m^3	N	150 µg/m^3	-U
	Annual Arithmetic Mean	20 µg/m^3	N[7]	NA	-
Fine Particulate Matter ($PM_{2.5}$) [15]	24-Hour	NA	-	35 µg/m^3	U/A
	Annual Arithmetic Mean	12 µg/m^3	N[7]	12 µg/m^3	N
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	A	NA	-
Lead (Pb)[13, 14]	30-Day Average	1.5 µg/m^3	-	NA	A
	Calendar Quarter	NA	-	1.5 µg/m^3	A
	Rolling 3-Month Average	NA	-	0.15 µg/m^3	-
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m^3)	U	NA	-
Vinyl Chloride (C_2H_3Cl)	24 Hour	0.01 ppm (26 µg/m^3)	-	NA	-
Visibility Reducing Particles[8]	8 Hour (10:00 to 18:00 PST)	-	U	-	-

A = attainment; N = nonattainment; U = unclassified; N/A = not applicable or no applicable standard; ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = not indicated or no information available.

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. In particular, measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe CO standard is 6.0 ppm, a level one-half the national standard and two-thirds the state standard.
2. National standards shown are the "primary standards" designed to protect public health. National standards other than for ozone, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm (70 ppb) or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m_3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.
   Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.
3. National air quality standards are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.
4. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area.

5. The national 1-hour ozone standard was revoked by U.S. EPA on June 15, 2005.
6. In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.
7 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.
8 Statewide VRP Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.
9. The 8-hour CA ozone standard was approved by the Air Resources Board on April 28, 2005 and became effective on May 17, 2006.
10. On January 9, 2013, EPA issued a final rule to determine that the Bay Area attains the 24-hour $PM_{2.5}$ national standard. This EPA rule suspends key SIP requirements as long as monitoring data continues to show that the Bay Area attains the standard. Despite this EPA action, the Bay Area will continue to be designated as "nonattainment" for the national 24-hour $PM_{2.5}$ standard until such time as the Air District submits a "redesignation request" and a "maintenance plan" to EPA, and EPA approves the proposed redesignation.
11. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100ppm (effective January 22, 2010). The US Environmental Protection Agency (EPA) expects to make a designation for the Bay Area by the end of 2017.
12. On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following U.S. EPA initial designations of the new 1-hour SO_2 NAAQS.
13. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.
14. National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.
15. In December 2012, EPA strengthened the annual $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) from 15.0 to 12.0 micrograms per cubic meter ($\mu g/m^3$). In December 2014, EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

Source: Bay Area Air Quality Management District, *Air Quality Standards and Attainment Status*, 2017 https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status#:~:text=%E2%80%9CAttainment%E2%80%9D%20status%20for%20a%20pollutant,standards%20are%20met%20and%20maintained

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic Air Contaminants (TACs), or in federal parlance, Hazardous Air Pollutants (HAPs), are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established. According to the OEHHA, cancer risk can be expressed both in terms of expected

incremental incidence population-wide and as the maximum incremental increase in lifetime for an individual receptor[1].

Regional

San Joaquin Valley Air Pollution Control District (SJVAPCD)

The proposed project lies within the northern portion of the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the SJVAB and is tasked with implementing programs and regulations required by the federal and State Clean Air Acts. If a project is found to interfere with the region's ability to comply with federal and State air quality standards, local governments then need to consider project modifications or provide mitigation measures to eliminate the inconsistency of the project plans. In order for a project to be considered "consistent" with the latest Air Quality Plan (AQP), the project must be consistent with the goals, objectives, and assumptions in the respective plan to achieve Federal and State air quality standards. Additionally, both construction-related and long-term emissions are required to be quantified and compared to the SJVAPCD significance thresholds.

Clean Air Plan

Air quality plans developed to meet federal requirements are referred to as State Implementation Plans. The federal and state Clean Air Acts require plans to be developed for areas designated as nonattainment (with the exception of areas designated as nonattainment for the state PM_{10} standard). The SJVAQMD is responsible for developing a Clean Air Plan, which guides the region's air quality planning efforts to attain the CAAQS. The SJVAQMD adopted the 2022 Ozone Plan and 2018 $PM_{2.5}$ Plan.

SJVAQMD periodically develops air quality plans that outline the regional strategy to improve air quality and protect the climate. The most recent plan, 2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards, includes a wide range of control measures designed to reduce emissions of air pollutants and GHGs.

Local

City of Manteca Municipal Code

Chapter 17.58 of the Manteca Municipal Code describes the odor, particulate matter, and air containment standards (consistent with the rules and regulations of the SJVAPCD and the California Health and Safety Code). Chapter 15.62 of the Municipal Code provides expedited permitting procedures for electric vehicle charging stations. Furthermore, Chapter 15.60 describes the solar energy system requirements associated with small residential rooftop solar energy systems within the City.

[1] California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Risk Assessment Guidance Manual for Preparation of Health Risk Assessments*, February 2015. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, page 8-15, Accessed July 26, 2023.

City of Manteca General Plan

The Manteca General Plan Update Resource Conservation Element includes the following goal for Air Quality:

Goal RC-5: Protect the health and welfare of city residents and visitors by promoting development and planning practices that are compatible with federal, state, and local air quality standards and regulations and implement regional efforts to improve air quality.

The Manteca General Plan Update Resource Conservation Element includes the following policies for Air Quality:

Policy RC-5.1: Coordinate with the San Joaquin Valley Air Pollution Control District (Air District), San Joaquin Council of Governments, and the California Air Resources Board (State Air Board), and other agencies to develop and implement regional and county plans, programs, and mitigation measures that address cross-jurisdictional and regional air quality impacts, including land use, transportation, and climate change impacts, and incorporate the relevant provisions of those plans into City planning and project review procedures. Also cooperate with the Air District, SJCOG, and State Air Board in:

- Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality.
- Identifying baseline air pollutant and greenhouse gas emissions.
- Encouraging economy zero emission or alternative fuel city vehicle fleets, when feasible.
- Developing consistent procedures for evaluating and mitigating project-specific and cumulative air quality impacts of projects.
- Promoting participation of major existing and new employers in the transportation demand management (TDM) program facilitated by the San Joaquin Council of Governments.

Policy RC-5.2: Minimize exposure of the public to toxic or harmful air emissions and odors through requiring an adequate buffer or distance between residential and other sensitive land uses and land uses that typically generate air pollutants, toxic air contaminants, or obnoxious fumes or odors, including but not limited to industrial, manufacturing, and processing facilities, highways, and rail lines and, where uses or facilities pose substantial health risks, ensure that a Health Risk Assessment is conducted to identify and mitigate exposure to toxic air contaminants.

Policy RC-5.3: Require construction and operation of new development to be managed to minimize fugitive dust and air pollutant emissions.

Policy RC-5.4: Require installation of energy-efficient appliances and equipment, including wood-burning devices, in development projects to meet current standards for controlling air pollution, including particulate matter and toxic air contaminants.

Policy RC-5.5: Require and/or cooperate with the Air District to ensure that burning of any combustible material within the City is consistent with Air District regulations to minimize particulate air pollution.

Policy RC-5.6: Encourage and support the regional Sustainable Communities Strategy that integrates planning for growth, transportation, land use, housing, and sustainability to meet State greenhouse reduction goals.

The Manteca General Plan Update Resource Conservation Element includes the following implementation strategies for Air Quality:

Implementation RC-5b: Review development, land use, transportation, and other projects that are subject to CEQA for potentially significant climate change and air quality impacts, including toxic and hazardous emissions and require that projects provide adequate, appropriate, and cost-effective mitigation measures reduce significant and potentially significant impacts. This includes, but is not limited to, the following:

- Use of the Air District "Guide for Assessing and Mitigating Air Quality Impacts", as may be amended or replaced from time to time, in identifying thresholds, evaluating potential project and cumulative impacts, and determining appropriate mitigation measures;
- Contact the Air District for comment regarding potential impacts and mitigation measures as part of the evaluation of air quality effects of discretionary projects that are subject to CEQA;
- Require projects to participate in regional air quality mitigation strategies, including Air District-required regulations, as well as recommended best management practices when applicable and appropriate;
- Promote the use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;
- The use of energy efficient lighting (including controls) and process systems beyond Title 24 requirements shall be encouraged where practicable (e.g., water heating, furnaces, boiler units, etc.);
- The use of energy efficient automated controls for air conditioning beyond Title 24 requirements shall be encouraged where practicable; and
- Promote solar access through building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winds;
- The developer of a sensitive air pollution receptor shall submit documentation that the project design includes appropriate buffering (e.g., setbacks, landscaping) to separate the use from highways, arterial streets, hazardous material locations and other sources of air pollution or odor;

- Identify sources of toxic air emissions and, if appropriate, require preparation of a health risk assessment in accordance with Air District-recommended procedures; and
- Circulate the environmental documents for projects with significant air quality impacts to the Air District for review and comment.

Implementation RC-5c: Review area and stationary source projects that could have a significant air quality impact, either individually or cumulatively, to identify the significance of potential impacts and ensure that adequate air quality mitigation is incorporated into the project, including:

- The use of best available and economically feasible control technology for stationary industrial sources;
- All applicable particulate matter control requirements of Air District Regulation VIII;
- The use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;
- Provision of adequate electric or natural gas outlets to encourage use of natural gas or electric barbecues and electric gardening equipment; and
- Use of alternative energy sources.

Implementation RC-5d: Maintain adequate data to analyze cumulative land use impacts on air quality and climate change. This includes tracking proposed, planned, 8. Resource Conservation 8-15 Adoption Draft and approved General Plan amendments, development, and land use decisions so that projects can be evaluated for cumulative air quality impacts, including impacts associated with transportation and land use decisions.

Implementation RC-5f: Construction activity plans shall comply with Air District Rule 8021, including implementation of all required dust control measures and shall, where required, provide a dust management plan to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard.

- Project development applicants shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.

THRESHOLDS

The City of Manteca, including the project site, is located within the northern portion of the San Joaquin Valley Air Basin (Basin) and is within the jurisdictional boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB area is currently designated as a nonattainment area for the State and federal ozone, State and federal particulate matter 2.5 microns in diameter ($PM_{2.5}$), and State particulate matter 10 microns in diameter (PM_{10}) standards. The SJVAB is designated attainment or

unclassified for all other ambient air quality standards (AAQS). It should be noted that although the U.S. Environmental Protection Agency (EPA) revoked their 1-hour ozone standard in 2005, in May of 2016, the EPA proposed findings that the SJVAB was in attainment of the 1-hour ozone standard.

In compliance with regulations, due to the nonattainment designations of the area, the SJVAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The most recent ozone plan is the 2016 Ozone Plan for the 2008 8-Hour Ozone Standard, which was adopted by the SJVAPCD on June 16, 2016. The California Air Resources Board (CARB) subsequently conducted a public meeting to consider approval of the 2016 Ozone Plan for the 2008 8-Hour Ozone Standard and approved the plan on July 21, 2016. Additionally, the most recent federal attainment plan for PM is the 2016 Plan for the 1997 $PM_{2.5}$ Standard, which was approved by the District Governing Board on April 16, 2015.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures (TCMs) to be implemented in the region to attain the State and federal standards within the SJVAB. Adopted SJVAPCD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. The SJVAPCD has established broad significance thresholds associated with the construction and operation emissions for various criteria pollutants including ozone precursors such as reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM_{10}, $PM_{2.5}$, sulfur oxide (SO_X), and carbon monoxide (CO) expressed in tons per year. Thus, by exceeding the SJVAPCD's mass emission thresholds for operational emissions of ROG, NO_X, PM_{10}, $PM_{2.5}$, SO_X, or CO a project would be considered to conflict with or obstruct implementation of the SJVAPCD's air quality planning efforts. The SJVAPCD's adopted thresholds of significance for criteria pollutant emissions are presented in *Table 2: SJVAPCD Criteria Pollutant Thresholds of Significance*. If the proposed project's emissions exceed the applicable thresholds of significance presented in the table, the project could violate an air quality standard, contribute to an existing or projected air quality violation or conflict with or obstruct implementation of the applicable air quality plans.

Table 2: SJVAPCD Criteria Pollutant Thresholds of Significance

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Annual Emissions (tons/year)	Annual Average Emission (tons/year)
Reactive Organic Gases (ROG)	10	10
Nitrogen Oxides (NO_X)	10	10
Carbon Monoxide (CO)	100	100
Sulfur Oxides (SO_X)	27	27
Coarse Particulates (PM_{10})	15	15
Fine Particulates ($PM_{2.5}$)	15	15
Source: SJVAPCD, March 19, 2015.		

ENVIRONMENTAL IMPACTS

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The SJVAPCD is tasked with implementing programs and regulations required by the Federal CAA and the California CAA. In that capacity, the SJVAPCD has prepared plans to attain Federal and State ambient air quality standards. To achieve attainment with the standards, the SJVAPCD has established thresholds of significance for criteria pollutant emissions in their SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (2015). Projects with emissions below the thresholds of significance for criteria pollutants would be determined to "Not conflict or obstruct implementation of the District's air quality plan". As discussed in Threshold AQ-b below, the project would not exceed any SJVAPCD criteria pollutant thresholds during construction or operations. Therefore, the project would not conflict with or delay the implementation of SJVAPCD attainment plans and would result in a less than significant impact.

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?

Less than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SJVAPCD's thresholds of significance.

Construction results in the temporary generation of emissions during site preparation, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the project are estimated to last approximately 30 months, beginning in March 2024 and concluding at the end of August 2026. The project's construction-related emissions were calculated using the SJVAPCD-approved CalEEMod computer program[2], which is designed to model emissions for land use development projects, based on typical construction requirements. Project site preparation is anticipated to begin in March 2024 and last approximately one month. Project grading, building construction, paving and architectural coating is anticipated to occur in phases over the remaining 28 months. The project would include approximately 30,000 cubic yards (cy) of balanced cut and fill. Construction is

[2] California Emissions Estimator Model (CalEEMod) Version 2022.1.1.

modeled to be completed August 2026. The exact construction timeline is unknown; however, to be conservative, earlier dates were utilized in the modeling. This approach is conservative given that emissions factors decrease in future years due to regulatory and technological improvements and fleet turnover. See Appendix A: Air Quality Modeling Data for additional information regarding the construction assumptions used in this analysis. The project's predicted maximum daily construction-related emissions are summarized in *Table 3: Construction-Related Emissions*.

Table 3: Construction-Related Emissions

Construction Year	Pollutant (maximum tons per year)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Sulfur Oxides (SO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Project Emissions						
2024	0.17	1.48	1.80	0.00	0.21	0.12
2025	0.46	1.64	2.36	0.00	0.19	0.09
2026	0.38	0.94	1.41	0.00	0.11	0.05
Maximum	**0.46**	**1.64**	**2.36**	**0.00**	**0.21**	**0.12**
SJVAPCD Significance Threshold [2]	*10*	*10*	*100*	*27*	*15*	*15*
Exceed SJVAPCD Threshold?	No	No	No	No	No	No

1. These emissions reflect CalEEMod "mitigated" output, which accounts for compliance with SJVAPCD's Rule 9510 (Indirect Source Review) and implementation of the project's fugitive dust control strategies, including watering of the project site and unpaved roads three times per day, and restricting vehicle speed on unpaved roads to 15 miles per hour.
2. SJVAPCD, August 2015.

Source: Refer to the CalEEMod version 2022.1.1 outputs provided in Appendix A.

Fugitive Dust Emissions. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill operations, demolition, and truck travel on unpaved roadways. Dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. However, the project would be consistent with SJVAPCD's Rule 9510 (Indirect Source Review) and Regulation VII's fugitive dust control strategies, including watering of the project site and unpaved roads three times per day, and restricting vehicle speed on unpaved roads to 15 miles per hour. Furthermore, pursuant to Regulation VIII, Rule 9510, the project would be required to develop, prepare, submit, obtain approval of, and implement a dust control plan, which would reduce fugitive dust impacts to less than significant for project construction.

Construction Equipment and Worker Vehicle Exhaust. Exhaust emission factors for typical diesel-powered heavy equipment are based on the CalEEMod program defaults. Variables factored into

estimating the total construction emissions include: level of activity, length of construction period, number of pieces/types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported onsite or offsite. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on site as the equipment is used, and emissions from trucks transporting materials and workers to and from the site. Emitted pollutants would include ROG, NO_X, PM_{10}, and $PM_{2.5}$. As detailed in *Table 3,* project construction emissions would not exceed the SJVAPCD thresholds and construction emissions would not result in a potentially significant impact. Therefore, construction air quality impacts would be less than significant.

ROG Emissions. In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SJVAPCD, the ROG emissions associated with paving have been quantified with CalEEMod. The highest concentration of ROG emissions would be generated from architectural coating. This phase includes the interior and exterior painting as well as striping of all paved parking areas and driveways. Paints would be required to comply with SJVAPCD's Rule 4601 (Architectural Coatings) and limit the amount of ROG emissions from cutback asphalt in compliance with the requirements of SJVAPCD's Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

Summary. As shown in *Table 3*, all criteria pollutant emissions would remain below their respective thresholds. As such, the proposed project's construction would not worsen ambient air quality, create additional violations of federal and state standards, or delay the Basin's goal for meeting attainment standards. Impacts would be less than significant.

Operational Emissions

Operational emissions for mixed-use commercial developments are typically generated from mobile sources (burning of fossil fuels in cars); energy sources (cooling and heating); area sources (landscape equipment and household products), generators, and gas dispensing facilities. *Table 4: Project Operational Emissions* shows that the project's maximum emissions would not exceed SJVAPCD operational thresholds.

Table 4: Project Operational Emissions

Emissions Source	Pollutant (maximum tons per year)[1]					
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_X)	Carbon Monoxide (CO)	Sulfur Oxides (SO_X)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area	1.03	0.01	0.84	0.00	0.00	0.00
Energy	0.02	0.34	0.29	0.00	0.02	0.03
Mobile	4.10	3.67	27.03	0.06	5.51	1.44
Generators	0.04	0.13	0.11	0.00	.007	.01

Emissions Source	Pollutant (maximum tons per year)[1]					
	Reactive Organic Gases (ROG)	**Nitrogen Oxides (NO_X)**	**Carbon Monoxide (CO)**	**Sulfur Oxides (SO_X)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
Gas Dispensing Facility	3.46	0.00	0.00	0.00	0.00	0.00
Total Project Emissions	**8.65**	**4.15**	**28.27**	**0.06**	**5.54**	**1.48**
SJVAPCD Significance Threshold[2]	*10*	*10*	*100*	*27*	*15*	*15*
SJVAPCD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
1. Emissions were calculated using CalEEMod version 2022.1.1. 2. SJVAPCD, 2015.						
Source: Refer to the CalEEMod outputs provided in Appendix A, Air Quality Modeling Data.						

Area Source Emissions. Area source emissions would be generated due to the use consumer products, architectural coating, and landscaping.

Energy Source Emissions. Energy source emissions would be generated as a result of electricity and natural gas usage associated with the project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Mobile Source Emissions. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport PM_{10} and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source. Project-generated vehicle emissions have been estimated using CalEEMod. Trip generation rates associated with the project were based on Appendix B: Traffic Impact Study prepared by TJKM (2023). Based on the Transportation Analysis, the project would result in a gross total of 14,980 daily vehicle trips. However, the project would include internal trip capture and pass-by trip reductions. Developments that contain a multitude of uses operating in harmony (such as mixed-use developments that have both generators (e.g., residential uses, hotels) and attractors (e.g., retail stores, offices)) experience higher rates of internal capture. As such, with applicable trip reductions the project would result in 6,477 net new daily trips.

Emergency Backup Generators. Another potential source of operational emissions is stationary equipment such as diesel engines used to power emergency back-up generators. Stationary sources would be subject to SJVAPCD rules and regulations and could require permits from SJVAPCD. The SJVAPCD's permitting process requires the purchase of emission reduction credits (ERC) for any criteria pollutant exceeding the SJVAPCD's New Source Review (NSR) offset requirements. NSR offset requirements provide the basis for the SJVAPCD CEQA thresholds of

significance. As such, sources of stationary air pollutant emissions will be required to comply with all applicable SJVAPCD regulations.

Gasoline Dispensing Facility. The proposed project includes one 12-position gasoline dispensing facility (GDF) and GDFs are regulated by the SJVAPCD. Because GDFs require permits from the SJVAPCD, emissions attributed to the GDF were estimated separately from the area source operational emissions above. The emissions calculations are based on annual daily throughput of 22,464 gallons of gasoline (approximately 8.2 million gallons per year) and 576 gallons of diesel (approximately 0.21 million gallons per year). In addition to traffic-related emissions, the GDF is also a source of ROG emissions associated with loading, storage, refueling of vehicles and spillage that results in evaporative emissions. *Table 4* also presents the evaporative ROG emissions associated with the proposed GDF.

Total Operational Emissions. As seen in *Operational* Emissions

Operational emissions for mixed-use commercial developments are typically generated from mobile sources (burning of fossil fuels in cars); energy sources (cooling and heating); area sources (landscape equipment and household products), generators, and gas dispensing facilities. *Table 4: Project Operational Emissions* shows that the project's maximum emissions would not exceed SJVAPCD operational thresholds.

Net project operational emissions would not exceed SJVAPCD thresholds. As noted above, the SJVAPCD has set its CEQA significance threshold based on the trigger levels for the federal NSR Program. The NSR Program was created to ensure projects are consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur. Project operational emissions would be less than significant.

Cumulative Short-Term Emissions

The SJVAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for federal standards. As discussed above, the project's construction-related emissions would not have the potential to exceed the SJVAPCD significance thresholds for criteria pollutants.

Since these thresholds indicate whether an individual project's emissions have the potential to affect cumulative regional air quality, it can be expected that the project-related construction emissions would not be cumulatively considerable. The SJVAPCD recommends consistency Regulation VIII for all projects whether or not construction-related emissions exceed the thresholds of significance. Compliance with SJVAPCD construction-related mitigation requirements is considered to reduce cumulative impacts at a Basin-wide level. As a result, construction emissions

associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SJVAPCD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SJVAPCD developed the operational thresholds of significance based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the SJVAPCD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.[3]

As shown in *Operational* Emissions

Operational emissions for mixed-use commercial developments are typically generated from mobile sources (burning of fossil fuels in cars); energy sources (cooling and heating); area sources (landscape equipment and household products), generators, and gas dispensing facilities. *Table 4: Project Operational Emissions* shows that the project's maximum emissions would not exceed SJVAPCD operational thresholds.

The project's operational emissions would not exceed SJVAPCD thresholds. As a result, operational emissions associated with the project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive land uses are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The nearest sensitive receptors to the project site include single-family residences approximately 100 feet to the east along Atherton Drive.

Carcinogenic Risk

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known Toxic Air Contaminants (TAC). Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. However, the use of diesel-powered construction equipment would be episodic and would occur in various phases throughout the project site. Construction is subject to and would comply with California regulations (e.g., California

[3] In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions (BAAQMD CEQA Guidelines page 2-1).

Code of Regulations, Title 13, Division 3, Article 1, Chapter 10, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

The duration of construction activities for the project is estimated to take approximately 30 months. Construction-related activities would result in project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, DPM is the primary toxic air contaminant of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations. Diesel exhaust from construction equipment operating at the site poses a health risk to nearby sensitive receptors. The nearest sensitive receptors include single-family residences located approximately 100 feet to the west of the project site.

PM_{10} construction emissions rates in grams per second were calculated from the total annual mitigated on-site exhaust emissions reported in CalEEMod (a maximum of 0.51 tons per year)[4] during construction. Annual emissions were converted to grams per second and these emissions rates were input into the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Surface and upper air meteorological data was provided by the SJVAPCD. On-site construction emissions were represented in the model via an area source covering the entire project site. The locations of the AERMOD modeled sources and receptors are graphically shown in Appendix A.

As noted above, maximum (worst case) PM_{10} exhaust construction emissions over the entire construction period were used in AERMOD to approximate construction DPM emissions. Risk levels are available in Appendix C: Health Risk Assessment (HRA) Modeling Data, were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015).

Operational vehicle DPM emissions were estimated using emission factors for course particulate matter less than 10 microns in diameter (PM_{10}) generated with the EMFAC developed by CARB. EMFAC is a mathematical model that was developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. EMFAC, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles

[4] The modeled on- and off-site emissions include implementation of SJVAPCD Regulation VIII, Fugitive Dust.

traveled (VMT) by speed, and number of starts per day. The model includes the emissions benefits of the truck and bus rule and the previously adopted rules for other on-road diesel equipment. The nearest sensitive receptors are the residences located approximately 100 feet to the east of the project site.

Table 5: Carcinogenic Risk Assessment shows the health risk for the following scenarios: construction, operation, and combined construction and operation of the project. Based on OEHHA *Risk Assessment Guidelines*, the exposure duration for a resident is 30 years, beginning with the third trimester. Operations would commence following construction. As such, construction would not overlap with operations. The analysis calculates risk based on exposure to construction concentrations during the entire 30 months of the exposure duration and operational concentrations for the remainder of the exposure duration. As shown in *Table 5*, the construction risk at residential and worker receptors would be 9.55 and 0.16 in one million, respectively. Additionally, the operational cancer risk at residential and worker receptors would be 3.49 and 0.11 in one million, respectively.

Further, the combined construction and operational cancer risk at residential and worker receptors would be 10.40 and 0.37 in one million, respectively. Therefore, the maximum operational cancer risk and combined construction and operational cancer risk would not exceed the SJVAPCD threshold of 20 in one million and impacts associated with carcinogenic risk would be less than significant.

Table 5: Carcinogenic Risk Assessment

Exposure Scenario	Cancer Risk (Risk per Million)[1,2]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Construction			
Residential	9.55	20	**No**
Worker	0.16	20	**No**
Operations			
Residential	3.49	20	**No**
Worker	0.11	20	**No**
Combined Construction + Operations			
Residential	10.40	20	**No**
Worker	0.37	20	**No**
[1] Refer to Appendix A. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system. [2] The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).			
Source: Refer to Appendix A: Air Quality Modeling Data for AERMOD inputs, outputs, and risk calculations.			

Non-Carcinogenic Hazard

The significance thresholds for TAC exposure also require an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. RELs are designed to protect sensitive

individuals within the population. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system.[5]

Chronic non-carcinogenic impacts are shown in *Table 6: Chronic Hazard Assessment*. A chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the chronic exposure by the reference exposure level. The chronic hazard was calculated based on the highest annual average concentration at the maximally exposed individual receptor. It should be noted that there is no acute REL for DPM and acute health risk cannot be calculated. The highest maximum chronic hazard index associated with DPM emissions from project construction would be 0.005 at the residential receptors and 0.001 at the worker receptors. Additionally, the highest maximum chronic hazard index associated with DPM emissions from project operations would be 0.0002 at the residential receptors and 0.0001 at the worker receptors. Therefore, construction and operational non-carcinogenic hazards would not exceed the acceptable limits of 1.0 and impacts associated with non-carcinogenic risk would be less than significant.

Table 6: Chronic Hazard Assessment

Exposure Scenario	Annual Concentration ($\mu g/m^3$)[1,2]	Chronic Noncancer Hazard
Construction		
Residential	0.0273	0.0055
Worker	0.0069	0.0014
Operations		
Residential	0.0011	0.0002
Worker	0.0004	0.0001
SJVAPCD Threshold	*N/A*	*1*
Threshold Exceeded?	**N/A**	**No**

[1] Refer to Appendix A. According to OEHHA, the REL for DPM is 5 and the target organ is the respiratory system.
[2] The reported pollutant concentration is at the closest receptor (maximally exposed individual receptor).
Source: Refer to Appendix A: Air Quality Modeling Data for AERMOD inputs, outputs, and risk calculations.

Carbon Monoxide Hotspots

The primary mobile-source criteria pollutant of local concern is carbon monoxide. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. CO concentration modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

Although the SJVAPCD has not established a specific numerical screening threshold for CO impacts, the Bay Area Air Quality Management District (BAAQMD) has established that CO impacts may be

[5] California Office of Environmental Health Hazard Assessment, *OEHHA Acute, 8-hour and Chronic Reference Exposure Level (REL) Summary*, available at https://oehha.ca.gov/air/general-info/oehha-acute-8-hour-and-chronic-reference-exposure-level-rel-summary.

determined to be less than significant if a project would not increase traffic volumes at local intersections to more than 44,000 vehicles per hour, or 24,000 vehicles per hour for locations in heavily urban areas, where "urban canyons" formed by buildings tend to reduce air circulation. Traffic would increase along surrounding roadways during long-term operational activities.

According to the project TIS (2023), the project would generate approximately 6,477 net new daily trips. The project's effects to existing vehicle distribution and travel speeds would be nominal. Therefore, the project would not involve intersections with more than 24,000 or 44,000 vehicles per hour. As a result, the project would not have the potential to create a CO hotspot and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction

Construction activities associated with the project may generate detectable odors from heavy duty equipment (i.e., diesel exhaust), as well as from architectural coatings and asphalt off-gassing. Odors generated from the referenced sources are common in the man-made environment and are not known to be substantially offensive to adjacent receptors. Any construction-related odors would be short-term in nature and cease upon project completion. As a result, impacts to existing adjacent land uses from construction-related odors would be short-term in duration and therefore would be less than significant.

Operational

According to the SJVAPCD, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The project does not include any uses identified by the SJVAPCD as being associated with odors.

The proposed project is not anticipated to generate odors. Moreover, the project is not located in the vicinity of any existing or planned land uses that would be considered major sources of odors. Nonetheless, the project would be subject to the SJVAPCD's Rule 4102, which allows members of the public to submit complaints regarding odor. Impacts would be less than significant.

Cumulative Impacts

The SJVAPCD does not include separate significance thresholds for cumulative operational emissions. As discussed in Threshold AQ-b above, the project would not exceed the any SJVAPCD criteria pollutant thresholds during construction or operations. Therefore, the project would not conflict with or delay the implementation of SJVAPCD attainment plans and would result in a less than significant impact. The SJVACPD notes that the nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size by itself to result in nonattainment of ambient air quality standards. Instead, a project's

individual emissions contribute to existing cumulatively significant adverse air quality impacts. Consistency with the SJVAPCD control measures would ensure that the project would not cumulatively contribute to air quality impacts in the Basin. Therefore, the project's cumulative contribution of air quality emissions would be less than significant, and the project's cumulative air quality impacts would also be less than cumulatively considerable.

5.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES. Would the project:				
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?			**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**		

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?

Less Than Significant With Mitigation Incorporated. Special-status species includes plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the

California Endangered Species Act, or other regulations, or are considered rare enough by the scientific community and trustee agencies to warrant special consideration.

The project is in an urban area with substantial existing development. This includes SR 120 to the north, residential uses south, and additional commercial uses in the local vicinity. In addition, most of the site is disturbed with no native vegetation. Therefore, the site is not expected to support substantial plant and wildlife beyond what currently exists. Due to lack of suitable habitat, no special-status plant species are expected to occur. While the project area may have provided habitat for special-status wildlife species at some time in the past, historical farming and urban development have substantially modified natural habitats in the greater project vicinity. Nonetheless the project site contains potentially suitable habitat for both Swainson's Hawk and burrowing owl; therefore, the project could have potentially significant impacts on these species.

The project site has been determined by the SJCOG to fall within a Category A – No Pay Zone, which exempts the project from paying SJMSCP fees. The project site falls under this category because it is classified as Urban Habitat by the SJCOG and the conversion of open space has already occurred. Although the project would not be required to pay SJMSCP fees, the project would need to participate in the SJMSCP, as required by City policy and specified in the mitigation measure below. The SJMSCP contains Incidental Take Minimization Measures (ITMMs) for both Swainson's Hawk and burrowing owl. Implementation of Mitigation Measure BIO-1 would reduce project impacts on special-status species to a level that would be less than significant.

Mitigation Measure

MM BIO-1: The developer shall mitigate for the proportionate loss of potential wildlife habitat from the project site by applying for coverage and implementing Incidental Take Minimization Measures (ITMMs) as required by the adopted San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).

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?

Less than Significant Impact. As there are no streams on or near the project site, there is no riparian habitat. Additionally, the US Fish and Wildlife Service did not identify any other sensitive natural communities on the National Wetlands Mapper Inventory. The project would have a less than significant impact on these habitats.

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?

Less Than Significant Impact. As identified from the US Fish and Wildlife National Wetlands Mapper, there are no identified state or federally protected wetlands mapped within the project site. Therefore, there is a less than significant impact.

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?

Less Than Significant With Mitigation Incorporated. As noted, there are no streams on or near the project site. The project site is not a known wildlife migration corridor and is unlikely to be one, given its location amid urban development. However, the project site contains trees around the perimeter of the site that could be used by raptors and other migratory birds during their nesting seasons. If these trees are removed during nesting seasons for these birds, this could have a direct, adverse impact. However, with the implementation of MM BIO-2, impacts would be reduced to a level that would be less than significant.

Mitigation Measure

MM BIO-2: In the event trees need to be removed or trimmed to facilitate the project, they should be felled or trimmed outside of the general bird nesting season (February 1 through August 31). If not, the developer shall have a nesting bird survey conducted immediately prior to tree trimming or removal. If active nests are found, tree felling, or trimming shall be delayed until the young have fledged.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. Potentially applicable local requirements are the City's Street Tree Ordinance and the Street Tree Plan. There are trees within the public right-of-way, located along the perimeter of the project site. The treatment of these tress would comply with the City of Manteca's Tree and Shrub Ordinance, located in Chapter 12.08 of the Municipal Code. Any existing trees removed within the public right of way, would be replaced on-site within an approved landscape plan, that is consistence with the City's tree replacement and removal schedule, as shown in Chapter 17.48.060.D. Therefore, the project would have a less than significant impact on local biological requirements.

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?

Less Than Significant With Mitigation Incorporated. The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is a multi-species, multi-habitat, multi-purpose open space management program for all of San Joaquin County. The Manteca City Council adopted the SJMSCP (Resolution #R2001-46) on February 5, 2001, signing a Joint Powers Agreement with other

City, County, State, and Federal agencies. The SJMSCP is a 50-year Plan (2001 – 2051) that provides compensation for the conversion of open space to non-open space uses which affect the plant, fish, and wildlife species covered by the Plan. The Plan also includes some compensation to offset the impacts of open space conversions on non-wildlife related resources such as recreation, agriculture, scenic values, and other beneficial open space. The SJMSCP provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. In addition to fee payments, the SJMSCP identifies and requires the applicants to abide by Incidental Take Minimization Measures (ITMMs), which are protection measures that avoid direct impacts of development on special-status species (SJCOG 2000). The SJCOG implements the SJMSCP on a project-by-project basis. The City of Manteca is a participant in the SJMSCP. As previously mentioned, the project site is within Category A – No Pay Zone, which exempts the project from SJMSCP fees.

As discussion in Impact a) above, the project would implement MM BIO-1, which would require compliance with the SJMSCP, including implementation of any applicable Incidental Take Minimization Measures. No other habitat conservation plans apply to the project site and the project would not conflict with the SJMSCP with the implementation of MM BIO-1.

Cumulative Impacts

Overall, the project is a previously disturbed with existing development located within an urban environment. To the north of the site is SR 120 and to the south is residential uses. The surrounding area has been historically modified from agricultural uses and then further commercial development. Therefore, the development of the project site would not be cumulatively considerable. In addition, the site in not located within a known habitat corridor and does not contain any riparian habitat, federally protected wetlands, or other sensitive natural communities. Though the project is located within the SJMSCP, it would comply with all policies, fees, and mitigation measures associated. Therefore, overall, with the above-mentioned implementation the project would have a less than significant impact on biological resources.

5.5 CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			**X**	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			**X**	

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

Less Than Significant Impact. A cultural resources study for the project site was conducted by Rincon Consultants, Inc. in September 2023 (See Appendix D: Cultural Resources Technical Report). Historical resources findings were supported by CHRIS records search, background research, a review of historical topographic and aerial imagery, a Sacred Land File Search, and a pedestrian survey. From the CHRIS records search within 0.5-miles, none were recorded within or adjacent to the project site. There were three resources located within 0.5 miles of the project site. However, two of the three resources are ineligible for listing in the NRHP and CRHR as they have been deemed insignificant. These resources are a transmission line and a historic-age farmhouse. One of the three resources identified with that radius is Elliott (Brock) School, a historic-period building that was unevaluated. These resources are considered less than significant for this threshold given that they are located outside of the project site. Altogether, between the CHRIS records search and background research, 19 cultural resource studies were found within 0.5 miles of the project site. Of these, six included a portion of the project site. None of the studies identified any cultural resources on site. Previous studies identify that the entire project site has been studied, however, none of the studies covering the project site include a pedestrian survey of the project site. From the review of historical topographic maps, several livestock/farming buildings were located along Airport Way through the 1980's. The pedestrian survey conducted for this report confirmed no remnants of these buildings on the project site. Additional findings were concrete structures presumable related to irrigation activities. These structures, according to the FHWA Section 106 Programmatic Agreement, are not considered a significant resource due to lack of significant historical age. The structures were not found to have any historical significance, and therefore fall under Property Type 1, Minor, ubiquitous or fragmentary infrastructure elements and would not

be significant. Furthermore, the Sacred Land File Search resulted in negative results. Overall, there were no historical cultural resources identified on the project site and therefore the project would have a less than significant impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant With Mitigation Incorporated. As indicated above there were no archaeological resources found on-site, this is substantiated through a CHRIS records search, background research, review of historical topographic and aerial imagery, a Sacred Land File Search, and a pedestrian survey. However, the absence of substantial surface prehistoric or historic-period archeological remains within the project vicinity and the existing level of disturbance does not preclude the possibility of subsurface resources. Though the circumstances would present a low possibility, the following mitigation measure (MM) would reduce impacts in the unanticipated discovery of archaeological resources during construction. With the implementation of MM CUL-1 and MM CUL-2, impacts would be less than significant.

Mitigation Measures

MM CUL-1 Prior to the issuance of any grading permits for the proposed Project, the project applicant shall demonstrate that a qualified archaeologist has been retained to monitor and observe rough grading and trenching activities. If potentially significant archaeological resources are encountered during subsurface excavation activities, all construction activities within a 100-foot radius of the resource shall cease until a qualified archaeologist determines whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. If the resource is determined to be significant under CEQA, the City and a qualified archaeologist shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan for the resource. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System), and provide for the permanent curation of the recovered materials.

MM CUL-2: Prior to the issuance of any grading permits for the proposed Project, a Cultural Awareness Training Program shall be provided to all construction managers and construction personnel prior to commencing any ground disturbance work at any

of the project sites. The training shall be prepared and conducted by a qualified archaeologist to the satisfaction of the City Planning Department. The training may be discontinued when ground disturbance is completed. Construction personnel shall not be permitted to operate equipment within the construction area unless they have attended the training. A copy of the training materials and/or training video, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgment forms shall be submitted to the City Planning Department for their review and approval.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. No human remains are known to be present within the project site. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including Health and Safety Code (HSC) §§ 7050.5-7055 and PRC § 5097.98 and § 5097.99. HSC §§ 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC § 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC § 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by state law, the procedures set forth in PRC § 5097.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would then designate the "Most Likely Descendent" of the unearthed human remains. If human remains are found during excavation, excavation would be halted in the vicinity of the discovery and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with the established regulatory framework (i.e., HSC § 7050.5-7055 and PRC §§ 5097.98 and 5097.99) would ensure potential Project impacts concerning human remains are reduced to less than significant.

Cumulative Impacts

Overall, the project would not cause a considerable impact to historical cultural resources, archaeological cultural resources, or human remains. Due to the project location and previously disturbed project site ground, and the addition of the above listed mitigation measures the proposed project would not cause a cumulatively considerable impact to occur.

5.6 ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY. Would the project:				
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**	

REGULATORY SETTING

State

Renewable Energy Standards

In 2002, California established its Renewable Portfolio Standard program 12F[6] with the goal of increasing the annual percentage of renewable energy in the state's electricity mix by the equivalent of at least 1 percent of sales, with an aggregate total of 20 percent by 2017. The California Public Utilities Commission subsequently accelerated that goal to 2010 for retail sellers of electricity (Public Utilities Code Section 399.15(b)(1)). Then-Governor Schwarzenegger signed Executive Order S-14-08 in 2008, increasing the target to 33 percent renewable energy by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the California Air Resources Board under its AB 32 authority to enact regulations to help the State meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In September 2010, the California Air Resources Board adopted its Renewable Electricity Standard regulations, which require all of the State's load-serving entities to meet this target. In October 2015, then-Governor Brown signed into legislation Senate Bill 350, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. Signed in 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

[6] The Renewable Portfolio Standard is a flexible, market-driven policy to ensure that the public benefits of wind, solar, biomass, and geothermal energy continue to be realized as electricity markets become more competitive. The policy ensures that a minimum amount of renewable energy is included in the portfolio of electricity resources serving a state or country.

California 2007 Energy Action Plan Update

The 2007 Energy Action Plan II is the State's principal energy planning and policy document. The plan describes a coordinated implementation strategy to ensure that California's energy resources are adequate, affordable, technologically advanced, and environmentally sound. In accordance with this plan, the state and its electricity providers would invest first in energy efficiency and demand-side resources, followed by renewable resources, and only then in clean conventional electricity supply to meet its energy needs.

Building Codes

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the California Energy Commission (CEC) adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2022 Standards were adopted in August 2021 and went into effect in January 2023.

The 2022 Standards improve upon the previous 2019 Standards. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards in three major areas:

- New electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores.
- The promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels, and dedicated infrastructure to allow for the conversion from natural gas to electricity.
- The expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multifamily residences, hotels and motels, tenant spaces, offices, (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers)

Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

California Green Building Standards Code

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.

CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. The CEC approved the 2022 California Green Building Standards Code and went into effect January 1, 2023.

2006 Appliance Efficiency Regulations

The California Energy Commission adopted Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both Federally regulated appliances and non-Federally regulated appliances. While these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

California Utility Efficiency Programs (Senate Bill 1037 and Assembly Bill 2021)

SB 1037 and AB 2021 require electric utilities to meet their resource needs first with energy efficiency. California Utility Efficiency Programs have also set new targets for statewide annual energy demand reductions.

Regional and Local

City of Manteca General Plan

The City of Manteca General Plan includes policies applicable to all development projects in Manteca. The following policies are specific to energy use and energy efficiency and applicable to the project.

Policy AQ-P-10 Encourage energy efficient building designs

Policy AQ-1-15 Design review criteria shall include the following considerations, at a minimum:

- The developer of a sensitive air pollution receptor shall submit documentation that the project design includes appropriate buffering (e.g., setbacks, landscaping) to separate the use from highways, arterial streets, hazardous material locations and other sources of air pollution or odor.
- Promote the use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible.
- The use of energy efficient lighting (including controls) and process systems beyond Title 24 requirements shall be encouraged where practicable (e.g., water heating, furnaces, boiler units, etc.)
- The use of energy efficient automated controls for air conditioning beyond Title 24 requirements shall be encouraged where practicable.
- Promote solar access through building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winds.

ENVIRONMENTAL IMPACTS

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact.

Construction

The energy consumption associated with construction of the proposed project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from petroleum. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption. Additionally, use of construction fuel would cease once the project is fully developed. As such, project construction would have a nominal effect on the local and regional energy supplies. Therefore, it is expected that construction fuel consumption associated with the project would not be inefficient, wasteful, or unnecessary. The project would not substantially affect existing energy or fuel supplies, or resources and new capacity would not be required. Impacts would be less than significant in this regard.

Operations

The energy consumption associated with the project would include building electricity, water, and natural gas usage, as well as fuel usage from on-road vehicles. Quantification of operational energy consumption are provided for the project in *Table 7: Annual Energy Consumption During Operations* (See Appendix E: Energy Calculations Modeling Data). Operation of uses implemented pursuant to the proposed project would annually consume approximately 2,662 MWh of electricity, 70,156 therms of natural gas, 224,170 gallons of diesel, and 566,534 gallons of gasoline.

Table 7: Annual Energy Consumption During Operations

Source	Project Operational Usage	San Joaquin County Annual Energy Consumption	Percentage Increase Countywide
Electricity Use	**Megawatt Hour/Year (MWh/year)**		
Area [1]	2,431	5,608,060	0.043%
Water[1]	231		0.004%
Total Electricity	2,662		0.047%
Natural Gas Use	**Therms/year**		
Area [1]	70,156	186,323,018	0.038%
Diesel Use	**Gallons/Year**		
Mobile [2]	224,170	97,654,594	0.048%
Gasoline Use	**Gallons/Year**		
Mobile [2]	566,534	272,605,570	0.208%

Notes:
1. The electricity and natural gas usage are based on project-specific estimates and CalEEMod version 2022.1.1 defaults.
2. Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2026.

Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC2021: California Air Resources Board Emission Factor Model; MWh: Megawatt-hour

Source: Energy Calculations in Appendix E

Pacific Gas and Electric (PG&E) provides electricity to the project area. The project site is expected to be served by the existing PG&E electrical facilities. Total electricity demand in PG&E's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2016 and 2028. The project's anticipated electricity demand (approximately 2,662 MWh) would be nominal compared to overall demand in PG&E's service area. Therefore, the projected electrical demand would not significantly impact PG&E's level of service.

Regarding natural gas, San Joaquin County consumed 186,323,018 therms of natural gas in 2021. Therefore, the project's operational energy consumption of natural gas (70,156 therms/year) would represent 0.038 percent of the natural gas consumption in the County.

In 2026, Californians are anticipated to use approximately 14,185,807,235 gallons of gasoline and approximately 3,692,167,217 gallons of diesel fuel. San Joaquin County annual gasoline fuel use in 2026 is anticipated to be 272,605,570 gallons and diesel fuel is anticipated to be 97,654,594 gallons. Expected project operational use of gasoline and diesel would represent 0.004 percent of current gasoline use and 0.006 percent of current diesel use in the State. Project operational use of gasoline and diesel would represent 0.208 percent of gasoline use and 0.048 percent of diesel use in the County.

The project would be consistent with the 2022 Building Efficiency Standards, which will take effect on January 1, 2023, and/or future Building Energy Efficiency Standards depending on when construction permits are issued. Prior to issuance of a building permit, the City of Manteca would review and verify that the project plans demonstrate compliance with the current version of the

Building and Energy Efficiency Standards. Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures).

Additionally, the project would also be required to adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The insulation and design code requirements would minimize wasteful energy consumption.

None of the project energy uses exceed one percent of San Joaquin County use. Therefore, it is expected that operational fuel and energy consumption associated with the project would not be inefficient, wasteful, or unnecessary. Impacts would be less than significant in this regard.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. The project would be required to comply with existing regulations, including applicable measures from the City's General Plan, or would be directly affected by the outcomes (vehicle trips and energy consumption would be less carbon intensive due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards). As such, the project would not conflict with any other state-level regulations pertaining to energy. The project would comply with existing State energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant in this regard.

Cumulative Impacts

As discussed above, it is expected that construction fuel consumption associated with the project would not be inefficient, wasteful, or unnecessary. The project would not substantially affect existing energy or fuel supplies, or resources. Additionally, the project would also be required adhere to the provisions of CALGreen, which establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The insulation and design code requirements would minimize wasteful energy consumption. As discussed above, none of the project energy uses exceed one percent of San Joaquin County use and it is expected that operational fuel and energy consumption associated with the project would not be inefficient, wasteful, or unnecessary. Therefore, the project's cumulative contribution of energy use would be less than significant, and the project's cumulative energy impacts would also be less than cumulatively considerable.

5.7 GEOLOGY AND SOILS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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**	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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.

Less Than Significant Impact. The closest known fault zone is to the project site is the Greenville Fault Zone located approximately 30 miles southwest (California Geological Survey, 2018). The nearest fault is the Vernalis Fault located approximately 7 miles southwest (California Geologic Survey, 2015). There are no earthquake fault zone boundaries or County designated fault zones identified at the project site or within the city of Manteca. The Seismic Hazards Mapping Act, passed in 1990, requires mapping of seismic hazard zones and sets requirements for projects located within such zones. The project site is not within a seismic hazard zone map prepared under the Seismic Hazards Mapping Act (California Geological Survey, 2018). Based on this information, the project would have no impact related to fault rupture hazards. This is consistent with the conclusions of the North Crossroads IS/MND, which did not identify significant impacts on this issue. Overall, impacts associated with the rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant With Mitigation Incorporated. The project site, located in the Central Valley has a low shaking potential (California Geologic Survey, 2016). Design and construction would still comply with the latest 2022 California Building Code (CBC), City regulations, and other applicable state standards which would minimize the potential of strong seismic ground shaking impacts. The CBC provides procedures for earthquake-resistant structural design based on the buildings risk or seismic design category that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Compliance with the CBC and the below outlined mitigation measure would ensure seismic group shaking impacts would be at a less than significant level. Mitigation Measure MM GEO-1 would require the project applicant to submit design level geotechnical study to the City of Manteca for review. Therefore, with the project conforming to the latest CBC Building Codes and MM GEO-1, impacts due to strong seismic ground shaking would be less than significant with the incorporation of MM GEO-1.

Mitigation Measure

MM GEO-1: Prior to issuance of building permits, the project applicant shall submit a design-level geotechnical study and building plans to the City of Manteca for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. The approved plans shall be incorporated into the proposed project. All onsite soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. Seismically induced liquefaction occurs when loose, water-saturated sediments of relatively low density are subjected to cyclic shaking that causes soils to lose strength or stiffness because of increased pore water pressure. The project does not fall within any liquefaction zones identified in the Seismic Hazards Map by the California Geological Survey (2018). Additionally, the project does not fall within or near an Alquist-Priolo Fault Hazard Zone, Landslide Zone, or Liquefaction Zone as designated on the Department of Conservations (DOC) map viewer by the California Geological Survey (2018). As the project site is not designated within one of the above zones and all structures included in the project would be required by State law to be constructed in accordance with all applicable IBC and CBC earthquake construction standards, including those relating to soil characteristics, and adherence to MM GEO-1. The potential for substantial adverse effects to the project due to seismic-related ground failure, including liquefaction would therefore be less than significant with mitigation.

iv) Landslides?

Less Than Significant Impact. The project site is located in a generally flat area and does not contain any steep slopes that could result in landslides on or in the vicinity of the project site. Also identified in the Seismic hazards Map by the California Geological Survey, there are no landslide zone boundaries that fall within the project site (California Geological Survey, 2018). The project would also conform with all applicable General Plan policies and additional federal, state, and local regulations. Therefore, impacts associated with landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant With Mitigation Incorporated. 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 throughout the project site. The development of the project site would also cause ground disturbance of topsoil. The ground disturbance would be limited to the areas proposed for grading and excavation, including the proposed internal 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. Mitigation Measure HYD-1 requires the project applicant to prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) identifying specific actions and BMPs to prevent stormwater pollution during construction activities. The SWPPP shall include, among other things, temporary erosion control measures to be employed for disturbed areas. Implementation of the following mitigation measure, therefore, would ensure the impact is less than significant.

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?

Less Than Significant With Mitigation Incorporated. The project site and surrounding areas are generally flat, which is not anticipated to result in significant landslides. As previously mentioned, there are no active faults, Seismic Hazard Program Liquefaction Zones, or Alquist-Priolo Fault Hazard Zones on the project site. Therefore, the potential for lateral spreading, subsidence, liquefaction, or collapse is unlikely. Subsidence is one factor that can cause unstable soil. To further prevent the above adverse effects all project components would be constructed in accordance with applicable City goals and policies, as well as Codes established by the CBC. All construction plans and related geotechnical plans and studies would be reviewed by the Town further ensuring compliance with all building construction standards. Compliance with all construction standards would reduce the potential for an off-site landslide, lateral spreading, subsidence, liquefaction or collapse and reduce the impacts to a less than significant level. In addition, the project applicant would be required to submit a geotechnical investigation report to the City as part of MM GEO-1. As a result, with implementation of MM GEO-1 and the SWPPP, impacts associated would be less than significant with mitigation.

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?

Less Than Significant With Mitigation Incorporated. 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 would be subjected to volume changes during seasonal fluctuations in moisture content. There are no expansive (i.e., shrink-swell) soils within the project site. According to the California Soil Resource Lab (2022), the project site contains 85% veritas fine

sandy loam, 4% grangeville coarse-loamy, 2% bisgani sandy, 1% madera fine, 1% tinnin sandy, 1% jahant fine-loamy, and 6% unnamed in the southwest portion of the site. Additionally, the project site contains 85% tinnin sandy, 4% delhi mixed, 3% veritas coarse-loamy, 3% honcut coarse-loamy, 3% manteca coarse-loamy, 1% timor sandy, and 1% unamed in the northwest portion (California Soil Resource Lab, 2022). Given the soils identified on site, adherence to applicable Federal, State, and Local rules and regulations, and compliance with MM GEO-1 impacts would be less than significant with mitigation.

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?

Less Than Significant Impact. The project site would tie into existing 8-inch lateral sewer line within the public right of way. Therefore, the project would not involve a septic system and there would be a less than significant impact from incompatible soils.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation Incorporated. There are no known paleontological resources located in project area. However, development of the proposed project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils encountered during excavation could be inadvertently damaged. If a unique paleontological resource is discovered, the impact to the resource could be substantial. MM GEO-2 would require that a qualified paleontologist monitor grading and excavation activities, and a paleontologist be notified if paleontological resources are found. If any scientifically important large fossil remains are uncovered, the paleontologist would have the authority to divert heavy equipment away from the fossil site. With implementation of MM GEO-2 and consistency with City ordinances, policies and goals, impacts associated with paleontological resources would be less than significant with mitigation.

Mitigation Measure

MM GEO-2: Paleontological Monitor. Prior to issuance of improvement plans, the City shall ensure that a qualified paleontologist shall be retained to prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). This plan will address specifics of monitoring and mitigation and comply with the recommendations of the Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. All ground disturbances in the project area that occur in previously undisturbed sediment with high paleontological sensitivity will require monitoring. The project paleontologist may periodically inspect construction activities to adjust the level of monitoring in response to subsurface conditions. In the event that any potentially significant paleontological resources

are discovered, the paleontological monitor shall stop work inside a zone designated by him/her where additional paleontological resources could be found. A plan for the evaluation of the resource shall be submitted to the Community Development Director for approval.

Cumulative Impacts

Geology and soil-related impacts are generally site-specific and are determined by a particular site's soil characteristics, topography, and proposed land uses. Cumulative effects related to geology resulting from the implementation of proposed improvements of the site and surrounding areas could expose more persons and property to potential impacts due to seismic activity. Long-term impacts related to geology include the exposure of people to the potential for seismically induced ground shaking. Implementation of other cumulative projects would incrementally increase the number of people and structures subject to a seismic event. Seismic and geologic significance would be considered on a project-by-project basis through the preparation of a design-level geotechnical study and such exposures would be minimized through strict engineering guidelines as they pertain to protection against known geologic hazards and potential geologic and soil related impacts. The proposed project would not contribute to any cumulatively considerable geologic and/or soils impacts. Therefore, cumulative effects of increased seismic risk would be less than significant.

5.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS. Would the project:				
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 gases?			**X**	

REGULATORY SETTING

Federal

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

U.S. Environmental Protection Agency Endangerment Finding. The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably

anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, Executive Order 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baseline.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the EPA stated their intent to halt various Federal regulatory activities to reduce GHG emissions, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with

other countries to implement global climate change initiatives. On September 27, 2019, the EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32 California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major legislation related to GHG emissions reduction.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB Scoping Plan. Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects. CARB specifically states that Appendix D does not address other land uses (e.g., industrial). However, CARB plans to explore new approaches for other land use types in the future.

As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit. Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017, CARB adopted a second update to the Scoping Plan (CARB, 2017b). The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008). Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction goals established by AB 32. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies. The applicable sustainable community strategy in the Bay Area is Plan Bay Area 2040.

AB 1493 (Pavley Regulations and Fuel Efficiency Standards). AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's

denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the by the U.S. District Court for the District of Columbia in 2011. The regulations establish one set of emission standards for model years 2009–2016 and a second set of emissions standards for model years 2017 to 2025. By 2025, when all rules will be fully implemented, new automobiles will emit 34 percent fewer CO_2e emissions and 75 percent fewer smog-forming emissions.

SB 1368 (Emission Performance Standards). SB 1368 is the companion bill of AB 32, which directs the California Public Utilities Commission (CPUC) to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 limits carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. The new law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the state. The CPUC adopted the regulations required by SB 1368 on August 29, 2007. The regulations implementing SB 1368 establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, for 1,100 pounds of CO_2 per megawatt-hour.

SB 1078, SB 107, and SBX1-2 (Renewable Electricity Standards). SB 1078 (2002) required California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 (2006) changed the due date to 2010 instead of 2017. On November 17, 2008, Executive Order S-14-08 established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Executive Order S-21-09 also directed CARB to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. CARB approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. SB X1-2 codified the 33 percent by 2020 goal.

SB 350 (Clean Energy and Pollution Reduction Act of 2015). Signed into law on October 7, 2015, SB 350 implements the goals of Executive Order B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

AB 398 (Market-Based Compliance Mechanisms). Signed on July 25, 2017, AB 398 extended the duration of the Cap-and-Trade program from 2020 to 2030. AB 398 required CARB to update the Scoping Plan and for all GHG rules and regulations adopted by the State. It also designated CARB as the statewide regulatory body responsible for ensuring that California meets its statewide carbon pollution reduction targets, while retaining local air districts' responsibility and authority to curb toxic air contaminants and criteria pollutants from local sources that severely impact public health. AB 398 also decreased free carbon allowances over 40 percent by 2030 and prioritized Cap-and-Trade spending to various programs including reducing diesel emissions in impacted communities.

SB 150 (Regional Transportation Plans). Signed on October 10, 2017, SB 150 aligns local and regional GHG reduction targets with State targets (i.e., 40 percent below their 1990 levels by 2030). SB 150 creates a process to include communities in discussions on how to monitor their regions' progress on meeting these goals. The bill also requires the CARB to regularly report on that progress, as well as on the successes and the challenges regions experience associated with achieving their targets. SB 150 provides for accounting of climate change efforts and GHG reductions and identify effective reduction strategies.

SB 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases). Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

AB 1346 (Air Pollution: Small Off-Road Engines). Signed into Law in October 2021, AB 1346 requires CARB, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, consistent with federal law, by July 1, 2022. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

AB 1279 (The California Climate Crisis Act). AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies.

SB 1020 (100 Percent Clean Electric Grid). Signed on September 16, 2022, SB 1020 provides additional goals for the path to the 2045 goal of 100 percent clean electricity retail sales. It creates a target of 90 percent clean electricity retail sales by 2035 and 95 percent clean electricity retail sales by 2040.

SB 905 (Carbon Sequestration Program). Signed on September 16, 2022, SB 905 establishes regulatory framework and policies that involve carbon removal, carbon capture, utilization, and sequestration. It also prohibits the injecting of concentrated carbon dioxide fluid into a Class II injection well for the purpose of enhanced oil recovery.

AB 1757 (Nature-Based Solutions). Signed on September 16, 2022, AB 1757 requires State agencies to develop a range of targets for natural carbon sequestration and nature-based climate solutions that reduce GHG emissions to meet the 2030, 2038, and 2045 goals which would be integrated into a scoping plan addressing natural and working lands.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the state's tone and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce greenhouse gas emissions to 2000 levels.
- By 2020, reduce greenhouse gas emissions to 1990 levels.
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S-01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the state's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S- 21- 09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the state come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$). The 2030

target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the state's climate adaptation plan to be updated every three years and for the state to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Issued on September 23, 2020, Executive Order N-79-20 established a goal to end the sales of new internal combustion engine vehicles in the state as soon as possible, and no later than 2035, and continue to phaseout fossil-fueled cars and trucks. By setting a course to end sales of internal combustion passenger vehicles by 2035, the Governor's Executive Order establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045. It is important to note that the Executive Order focuses on new vehicle sales for automakers, and therefore does not require Californians to give up the existing cars and trucks they already own.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat, even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy-and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, residential dwellings are required to use approximately 53 percent less energy and nonresidential buildings are required to use approximately 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as CALGreen, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and nonresidential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The latest CALGreen Code took effect on January 1, 2020 (2019 CALGreen). The latest CALGreen Code took effect on January 1, 2023 (2022 CALGreen). The 2022 CALGreen standards has improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

Regional

SJVAPCD Thresholds

The proposed Project lies within the northern portion of the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the SJVAB and is tasked with implementing programs and regulations required by the federal and State Clean Air Acts. According to the SJVAPCD, impacts are less than significant if a project complies with adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions.

Under CEQA, the SJVAPCD is a commenting responsible agency on air quality within its jurisdiction or impacting its jurisdiction. The SJVAPCD reviews projects to ensure that they would: (1) support the primary goals of the latest Air Quality Plan; (2) include applicable control measures from the Air Quality Plan; and (3) not disrupt or hinder implementation of any Air Quality Plan control measures.

Local

City of Manteca Climate Action Plan

The City of Manteca Climate Action Plan (CAP), approved in 2013, focuses on City operations, facilities and employee actions that will reduce not only GHG emissions but also energy and water consumption, solid waste and fuel consumption. The GHG emission reduction goals require a change from "business as usual" to attain them. The CAP outlines the goal of reducing per capita emissions from 6.9 $MTCO_2e$ per person in 2005 to 6.3 in 2035. CAP is being issued in the context of legislative and regulatory action at the federal and state level. The CAP is consistent with CEQA Guidelines 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

City of Manteca Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development; Building Conservation Code (Chapter 15.06), Energy Code (Chapter 15.18), Green Code (Chapter 15.22), and Landscaping (Chapter 17.48).

City of Manteca General Plan

The General Plan includes GHG reduction strategies to help the City sustain its natural resources, grow efficiently, and meet California legal requirements for GHG emissions reduction. Multiple policies and actions in the General Plan have GHG implications including those targeting land use, housing, transportation, water usage, solid waste generation and recycling, and reuse of historic buildings. The policies also include a monitoring component that allows for adaptation and adjustment of City programs and initiatives related to sustainability and associated reductions in GHG emissions. The GHG Reduction Strategy is intended to meet the mandates as outlined in the CEQA Guidelines and the recent standards for "qualified plans" as set forth by SJVAPCD. The City of Manteca has recently adopted and approved the General Plan Update as of April 2023.

The Manteca General Plan Resource Conservation Element includes the following goal for Greenhouse Gas Emissions:

Goal RC-4: Improve climate resiliency through reducing greenhouse gas emissions through sustainable energy, transportation, land use, and local government actions that maximize energy efficiency and reduce energy usage and greenhouse gas emissions.

The Manteca General Plan Resource Conservation Element includes the following policies for Greenhouse Gas Emissions:

Policy RC-4.1: Support the conservation of energy through comprehensive and sustainable land use, transportation, and energy planning, implementation greenhouse gas reduction measures, and inclusive public education and outreach regarding climate adaptation and greenhouse gas emissions to address opportunities to decrease emissions associated with growth, development, and local government operations.

Policy RC-4.2: Support and actively participate with the state, regional, and local agencies and stakeholders toward State greenhouse gas emission reduction goals.

Policy RC-4.3: Maintain an updated Climate Action Plan that addresses State adopted GHG reduction goals and provides effective measures to meet GHG targets.

Policy RC-4.4: Ensure that land use and circulation improvements are coordinated to reduce the number and length of vehicle trips.

Policy RC-4.5: Require private development to incorporate non-traditional non-polluting renewable energy sources such as co-generation, wind, and solar, where feasible, to reduce dependence on fossil fuels and meet climate goals.

Policy RC-4.6: Require all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current "green" development standards in the California Green Building Standards Code.

Policy RC-4.7: Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and

retrofitting existing uses, and encourage public and private projects to exceed the most current "green" development standards in the California Green Building Standards Code.

Policy RC-4.10: Encourage measures, including building siting and shading and use of shade trees, to reduce urban heat island effects.

Policy RC-4.11: Support state efforts to power electricity with renewable and zero-carbon resources, such as solar and wind energy.

Policy RC-4.12: Encourage the conservation of petroleum products.

The Manteca General Plan Resource Conservation Element includes the following implementation strategies for Greenhouse Gas Emissions:

Implementation RC-4a: Continue to assess and monitor performance of greenhouse gas emissions reduction efforts, including progress toward meeting longer term GHG emissions reduction goals for 2035 and 2050. Reporting on the City's progress annually, and schedule public hearings at the Planning Commission and City Council. Updating the 2013 Climate Action Plan by the end of 2023. Update the GHG inventory at least every two years to demonstrate consistency with State-adopted GHG reduction targets, including those targets established beyond 2020. The Climate Action Plan shall be updated by 2025 and subsequently reviewed every 5 years and updated as necessary to be consistent with State-adopted GHG reduction targets, including revisions to GHG reduction measures to ensure effective implementation.

Implementation RC-4c: Continue to review development projects to ensure that all new public and private development complies with or exceeds the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code

Implementation RC-4i: Evaluate methods to increase energy efficiency and reduce greenhouse gas emissions, including 1) generating electricity on City-owned sites with solar and other low or zero-carbon emission resources to reduce the City's carbon footprint, 2) joining or creating a Community Choice Aggregator to encourage affordable access to clean power, 3) replacing City-owned vehicles with hybrid or electric vehicles, 4) increasing energy efficiency in public buildings and infrastructure, and 5) deploying affordable charging and alternative fuel options throughout Manteca.

Implementation RC-4j: Implement transportation measures, as outlined in the Circulation Element, which reduce the need for automobile use and petroleum products.

Implementation RC-4k: Develop a Zero Emissions Vehicle Market Development Strategy that ensures expeditious implementation of the systems of policies, programs and regulations necessary to address Executive Order N-79- 20.

THRESHOLDS

According to the SJVAPCD, impacts are less than significant if a project complies with adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions. The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

The SJVAPCD's 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 *Final Draft 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 SJVACD'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 a project's estimated 2020 levels as recommended in the SJVAPCD's guidance documents will not be the basis for an impact conclusion in this EIR. 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 analysis instead relies on a qualitative approach to evaluate the project's GHG impacts. Specifically, the analysis relies on an assessment of the proposed project for consistency with the City of Manteca CAP, which is specifically designed to reduce GHG emissions in accordance with the GHG emission reduction targets identified by the State of California in the CARB Scoping Plan. Additionally, a qualitative analysis of the proposed project's consistency with other relevant planning documents and relevant laws is provided herein.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact.

Short-Term Construction Greenhouse Gas Emissions

Construction of the project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment and the transport of materials and construction workers to and from the project site. SJVAPCD does not have a threshold for construction GHG emissions, which are one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the proposed project. However, the SJVAPCD advises that construction GHG should be disclosed and a determination on the significance of construction GHG emissions in relation to meeting AB 32 GHG reduction goals should be made. Total GHG emissions generated during all phases of construction were combined and are presented in *Table 8: Construction Greenhouse Gas Emissions*. The CalEEMod outputs are contained within the Appendix A.

Table 8: Construction Greenhouse Gas Emissions

Year	$MTCO_2e$[1]
2024	300
2025	511
2026	305
Total	1,116
Amortized	37.2

$MTCO_2e$ = metric tons of carbon dioxide equivalent.
1. Due to Rounding, Total $MTCO_2e$ may be marginally different from CalEEMod output.
Source: CalEEMod version 2016.4.0. Refer to Appendix A for model outputs.

As shown in *Table 8*, project construction-related activities would generate approximately 1,116 $MTCO_2e$ of GHG emissions over the course of construction. One-time, short-term construction GHG emissions are typically summed and amortized over the project's lifetime (assumed to be 30 years). It is reasonable to look at a 30-year time frame for buildings since this is a typical interval before a new building requires the first major renovation. The amortized project emissions would be approximately 37.2 $MTCO_2e$ per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. It should be noted that the project would comply with the 2022 Title 24 Part 6 Building Energy Efficiency Standards. The standards require updated residential and nonresidential ventilation requirements, nonresidential lighting requirements, and other green building measures. The project would also comply with the appliance energy efficiency standards in Title 20 of the California Code of Regulations. The Title 20 standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances. The project would be constructed according to the standards for high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems required in 2022 Title 24, Part 11 (CALGreen).

At the State and global level, improvements in technology, policy, and social behavior can also influence and reduce operational emissions generated by a project. The state is currently on a pathway to achieving the Renewable Portfolio Standards goal of 60 percent renewables by 2030 per SB 100.

The majority of project emissions would occur from mobile and energy sources. Energy and mobile sources are targeted by statewide measures such as low carbon fuels, cleaner vehicles, strategies to promote sustainable communities and improved transportation choices that result in reducing VMT, continued implementation of the Renewable Portfolio Standard (the target is now set at 60 percent renewables by 2030), and extension of the Cap-and-Trade program (requires reductions from industrial sources, energy generation, and fossil fuels). The Cap-and-Trade program covers approximately 85 percent of California's GHG emissions as of January 2015. The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) commenced in 2013 and will decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. The passage of AB 398 in July 2017 extended the duration of the Cap-and-Trade program from 2020 to 2030. With continued implementation of various statewide measures, the project's operational energy and mobile source emissions would continue to decline in the future.

As discussed in Impact Statement GHG-b, below, the proposed development would be constructed in compliance with the City's CAP which would requires the project to achieve GHG emissions reductions by implementing specific reduction strategies. The proposed project, therefore, would be consistent with the City's GHG Reduction and General Plan and would have a less than significant GHG emissions impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

City of Manteca Climate Action Plan Consistency

On October 15, 2013, the City of Manteca adopted their CAP, which is intended to support the goals of AB 32 and SB 32. The CAP is designed to reduce community-related and City operations-related GHG emissions to a degree that would not hinder or delay implementation of AB 32. In order to do such, the City has outlined a course of action for the City government and the community of Manteca to reduce per capita GHG emissions. Projects showing consistency with the CAP would be considered not to contribute significant GHG emissions impacts.

For new development projects constructed in the City of Manteca, the CAP requires the development projects to achieve GHG emissions reductions by implementing specific reduction strategies. The City of Manteca CAP is consistent with the goals presented in AB 32 and SB 32 and, therefore, projects considered consistent with the CAP would be considered to result in a less-than-significant impact related to GHG emissions. The proposed project's consistency with the reduction strategies in the CAP is assessed in *Table 9: City of Manteca CAP Consistency* below.

Table 9: City of Manteca CAP Consistency

CAP Strategy	Project Consistency
Comply with the applicable land use, sustainable development, and resource conservation policies of the Manteca General Plan	**Consistent**. The proposed project would not require any land use changes, as the existing designation is consistent with the proposed mixed-use development.
Construct project transportation infrastructure that supports walking, bicycling, and transit use	**Consistent**. The proposed project would not alter existing street, pedestrian walkways, or bike lanes. Additionally, the project would include connections to the existing pedestrian walkways.
Implement transportation demand management programs in projects with large numbers of employees	**Consistent.** The City would notify the developer of the proposed project regarding the requirements of SJVAPCD Rule 9410 to implement TDM programs that reduce commute trips.
Design and construct project buildings to exceed Title 24 Energy Efficiency Standards by at least 10 percent	**Consistent**. The proposed project is consistent with Implementation RC-4c. The project would be required to comply with or exceed all applicable standards set forth in Title 24. Additionally, the proposed would be required to meet or exceed the energy efficiency standards established by the General Plan and Municipal Code.
Implement project buildings including water conservation measures that meet or exceed the California Green Building Code standards 20 percent requirement	**Consistent**. The proposed project would comply with water conservation per the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The

	project would include low flow appliances and fixtures. The project is consistent with Manteca General Plan Policy RC-4.6.
Install project landscaping that meets or exceeds water conservation standards of the City's adopted landscaping ordinance 20 percent reduction requirement	**Consistent**. The proposed project would comply with the adopted water conservation standards set forth in Chapter 17.48 of the City's Municipal Code.
Develop programs to exceed state recycling and diversion targets by at least 10 percent.	**Consistent**. Pursuant to Municipal Code Section 13.02.120, all construction materials associated with the proposed project shall be recycled. The City of Manteca offers a free commercial recycling pickup service which would be available to the proposed project during operations.
Source: City of Manteca, *Climate Action Plan*, October 15th, 2013.	

Because the strategies included in the CAP would achieve local reductions that are adequate to meet the City's GHG Reduction targets, which is consistent with the AB 32 reduction targets, if a project is consistent with the City's CAP, the project would not be considered to generate GHG emissions, that may result in a significant impact on the environment or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. As shown in *Table 9*, 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 CAP. As such, 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 and impacts related to greenhouse gases are less than significant.

Cumulative Impacts

It is generally the case that an individual project of the project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed in Threshold GHG-b discussion above, the project would be consistent with the City's CAP. Thus, the project would not conflict with any GHG reduction plan. Therefore, the project's cumulative contribution of GHG emissions would be less than significant and the project's cumulative GHG impacts would also be less than cumulatively considerable.

5.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
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**	

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact.

Construction

Any potentially hazardous materials used during project construction would be handled on-site. This generally includes paints and solvents and other petroleum-based products, usually used for on-site construction equipment and for building exterior finishes. The use or handling of these potentially hazardous materials would be short-term only during the construction phase of project. Although these materials could be stored on-site, they would be required to comply with the guidelines established by the City of Manteca. The transport, removal, and disposal of hazardous materials on the project site would be conducted by a permitted and licensed service provider consistent with federal, state, and local requirements including the EPA, the California Department of Toxic Substances Control (DTSC), the California Occupational Safety and Health Administration (Cal/OSHA), Caltrans, the Resource Conservation and Recovery Act, and the Manteca Fire Department (MFD) or through the Conditionally Exempt Small Quantity Generator (CESQG) Program. With the compliance with local, state, and federal regulations short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

Operations

During project operations, widely used hazardous materials common at commercial/retail and office uses include cleaners, pesticides, and food waste would be present. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and maintenance of the project structures would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common commercial/retail and office hazardous materials and their disposal does not present a substantial health risk to the community Additionally, the project site is not included on the list of hazardous waste sites (Cortese List) compiled by the Department of Toxic Substances Control (DTSC) pursuant to Government Code § 65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities.[7] Project impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant.

Direct hazardous waste would be generated from landscaping involving the use of pesticides/herbicides and fertilizers. Landscaping maintenance best management practices (BMPs) would be conducted according to the California Stormwater Quality Associations; Stormwater BMPs which would reduce pesticides and fertilizers from running off off-site. Indirect hazardous materials such as sediment, metals, oils and grease, trash/debris and other organic compounds that usually known as stormwater pollutants would be captures via infiltration basins to avoid

[7] Department of Toxic Substances Control (DTSC) EnviroStor. 2021. *Hazardous Waste and Substances Site List.* https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=menifee. Accessed March 2021.

stormwater runoff from seeping off-site consistent with the City's stormwater management requirements.

Hazardous waste generated from the proposed vehicle service station or car dealership could include cleaning agents, sediments, oil/grease, etc. There also would be limited transport and storage of pool cleaning supplies, associated with the proposed hotel. The chemicals used to maintain the pool would be stored in compliance with all applicable Federal, State, and City requirements and any additional laws or regulations. The waste associated with this project would conform to applicable federal, state, and local agency regulations. Proposed development 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.

Operations of the gas station would include the use, transport, and handling of hazardous materials. Specifically, operation activities would include the regular transportation of gasoline to refill USTs, refilling USTs and pumping gasoline to fuel dispensers, and regular use of the fuel dispensers by motorists. As a result, the proposed gas station could result in potentially adverse impacts to people and the environment as a result of hazardous materials being accidentally released into the environment (e.g., operators or motorists could spill gasoline while refueling, USTs or pipes dispensing fuel from USTs could leak, automobiles could crash into fuel dispensers, or motorists could refuel while having engine running causing a fire hazard). However, the proposed gas station would be required to operate in compliance with all with applicable federal, state, and local requirements which lessen the potential for these impacts. Some of these regulations include:

- California State Water Resources Control Board (SWRCB) Health and Safety Code, Section 25280, underground storage tanks (USTs) installed after 1988 are required to have a leak detection system consisting of at least one of the following detection methods: secondary containment with interstitial monitoring, automatic tank gauging systems (including continuous automatic tank gauging systems), vapor monitoring (including tracer compound analysis), groundwater monitoring, statistical inventory reconciliation, or other method meeting established performance standards.
- Efficacy requirements established by Environmental Protection Agency (EPA) require that leak detection methods be able to detect certain leak rates and that they also give the correct answer consistently. In general, methods must detect the specified leak rate with a probability of detection of at least 95 percent and a probability of false alarm of no more than 5 percent. EPA

found that, with effective leak detection, operators can respond quickly to signs of leaks and minimize the extent of environmental damage and the threat to human health and safety.

- USTs and associated fuel delivery infrastructure (i.e., fuel dispensers) would be required to comply with applicable federal, state, and local regulations, including those provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California OSHA Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; the Resource Conservation and Recovery Act; and the County Fire Department Hazardous Materials Division.
- The proposed project would also be required to incorporate high-efficiency Phase I and Phase II enhanced vapor recovery (EVR) systems to capture and control gasoline fumes. EVR refers to a new generation of equipment to control emissions at gasoline dispensing facilities in California. EVR systems collect gasoline vapors that would otherwise escape into the atmosphere during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Since 2009, the installation of Phase I and Phase II EVR systems has been required for gasoline dispensing facilities.
- The fuel dispensers, USTs, and associated fuel delivery infrastructure would be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over convenience service station facilities.
- The handling, transport, use, and disposal of hazardous materials must comply with applicable federal, state, and local agencies and regulations.
- In addition to compliance with local, state, and federal requirements, the project proponent would take additional measures to prevent environmental and safety impacts. Some of these additional measures, which are proposed as project design features, include:
- Product, vapor, and vent piping would be noncorrosive and would provide three levels of protection. First, product piping would be monitored with pressure line leak detection. Second, piping would be double wall to provide secondary containment. Third, fiberglass piping would be additionally monitored under vacuum in accordance with AB 2481 regulations such that, if a breach is detected in the vacuum, the product delivery system would shut down, and the system would sound an audible alarm.
- Piping connections to the tanks and dispensers would be flexible. Flexible connectors would be used to prevent rupture from any form of ground movement.
- Piping would slope to the sumps at the USTs. If a piping leak occurs, the gasoline would flow through the secondary pipe to the sump, where a sensor would be triggered to immediately shut down the system and activate an audible/visual alarm.
- Tanks and dispensers would be equipped with latest Phase I and Phase II EVR vapor recovery air pollution control equipment technology in accordance with the California Air Resources Board regulations and associated Executive Orders. The Phase I EVR equipment would control the vapors in the return path from the tanks back to the tanker truck during offloading filling operations. Phase I EVR systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. Phase II EVR equipment, which also includes “in-station diagnostics,” would control and monitor the vapors in the return path from the vehicles back to the tanks and are 95 percent effective in controlling fugitive emissions from escaping into the environment.

- The UST monitoring system incorporates automatic shutoffs. If gasoline is detected in the sump at the fuel dispenser, the dispenser would shut down automatically, and an alarm would sound. If a problem is detected with a tank, the tank would be automatically shut down, and an alarm would sound. If the product piping system detects a failure of the 0.1 gallons per hour test, the line would be automatically shut down, and the alarm would sound. Pursuant to federal requirements, monitoring equipment must be able to detect a minimum leak of 3 gallons per hour (equivalent to the accuracy of a mechanical leak detector). Each fuel dispenser would include several safety devices. Specifically, each dispenser sump would be equipped with an automatic shutoff valve to protect against vehicle impact. In addition, each fuel hose would include a breakaway device that would stop the flow of fuel at both ends of the hose in the event of an accidental drive-off. Also, each dispenser would be equipped with internal fire extinguishers. Lastly, dispensers would include leak detection sensors connected to the alarm console inside the controller closure.

Therefore, based on compliance with federal, state, and local regulations, and the incorporation of the proposed Project design features, impacts associated with the handling, transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment would be less than significant.

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?

Less Than Significant Impact. As previously mentioned, the project site is previously disturbed undeveloped land, excluding a small portion on the west side of the project site. The project site proposed grading is expected to be a balanced cut and fill requiring no imported soil to backfill excavated areas. This eliminates the potential risk of imported soils being contaminated and requiring appropriate sampling.

The project is located with SR 120 and the Airport Way off ramp to the north, Airport Way to the east, and West Atherton Drive to the south. SR 120 and the Airport Way off ramp, Airport Way, and West Atherton Drive, were all constructed prior to 1992 when lead was still being added to gasoline. Aerially deposited lead (ADL) contaminated soils may exist along roadsides up to 30 feet[8] from the pavement and within the top 6 inches of the soil. Development of the project does not include any disturbance of soils within 30 ft of SR 120. The off ramp is approximately 30 ft from the project site boundaries and was not heavily utilized prior to 1992, therefore no ADL contaminated soils are expected to be encountered on the north boundary of the project site. Prior to 1992 Airport Way to the east of the project site had not been expanded to include right and left turn lanes. At the time of potential ADL exposure, the distance between the paved road and project site would be greater than 30 ft. Overall, there is not expected to be any ADL contaminated soils on the project site. The project does not propose any widening Airport Way or West Atherton Drive. As such, potential impacts are considered less than significant.

[8] DTSC factsheet (available online here: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/f0004055-caltrans-fs-a11y.pdf)

Given the previous uses of the project site it is unlikely hazardous material would be discovered on-site. However, there is the potential for inadvertent discovery of hazardous waste from historic or future activities on or near the project site. At such time the proper agencies (i.e., fire department, DTSC, and/or Cal/OSHA), would be notified to determine what future actions and/or remediation would be required to identify the extent and potential impact to human health.

Overall, with compliance to federal, state, and local regulations, and the incorporation of the proposed Project design features, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. There are no schools within 0.25 miles of the project site and as noted above the project would be in compliance with federal, state, and local regulations. As such, all preventive measures would be in place to limit the hazardous emissions and waste in such a way that would not impact the neighboring school. As such impacts are expected to be less than significant.

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?

Less than Significant Impact. There are no superfund sites or hazardous waste and substances sites (Cortese List) within the project site boundaries (Geotracker, 2022). Additionally, there are no known hazardous materials sites within the projects boundaries as identified on the State of California Geotracker Map (State of California, 2021). Therefore, a less than significant impact associated with hazardous materials sites would occur.

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?

Less than Significant Impact. There are no public airports or of public use airports within 2 miles of the project site. The closest airports are Stockton Metropolitan Airport approximately 7.5 miles away, New Jerusalem Airport approximately 6 miles away, and Tracy Municipal Airport approximately 11.7 miles away. Additionally, the project site does not fall within any airport land use plan boundaries and therefore impacts associated with a safety hazard or excessive noise would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project is not anticipated to physically impede the existing emergency response plans, emergency vehicle access, or personnel access to the site. The project would not change local roadway circulation patterns or access. Emergency vehicle access must be maintained at all times throughout construction activities, in accordance with the County's

routine/standard construction specifications. Further, construction activities would not be permitted to impede emergency access to any local roadways or surrounding properties. All driveways and internal site access roads would be constructed to accommodate all emergency vehicles and personnel. In April 2019, the San Joaquin County Board of Supervisors adopted an Emergency Operations Plan (EOP). The primary purpose of the EOP is to outline the County's all-hazard approach to emergency operations to protect the safety, health, and welfare of its citizens throughout all emergency management mission areas. Given that the proposed project is consistent with the site's current land use and zoning designations, the project would not physically interfere with the EOP. As such, the project would have a less than significant impact associated with the impairment or interference with an adopted emergency response plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The project site is not located within an area identified as having wildland fire potential. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Additionally, according to CALFIRE, the project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) (CALFIRE, 2007). As such, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. A Less Than Significant impact would occur.

Cumulative Impacts

The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. The project is also not within an area classified as a VHFHSZ. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

5.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. Would the project:				
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?		**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**	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant With Mitigation Incorporated. The project site falls within the San Joaquin Valley Groundwater Basin and Eastern San Joaquin sub basin. There are no surface waters or wetlands located on the project site per the National Wetlands Inventory (USFWS, 2022). During the early stages of project construction activities, topsoil would be exposed due to grading, trenching for utilities, and other standard ground-disturbing activities. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream. The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires that subject projects must file a Notice of Intent with the SWRCB and develop a site-specific Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes Best Management Practices (BMPs) to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts, and non-point source pollution impacts of the development project. BMPs include, but are not limited to, tracking controls, perimeter sediment controls, drain inlet protection, wind erosion/dust controls, and waste management control. Because the proposed project would disturb greater than one acre of land, the project would be subject to the requirements of the State's General Construction Permit.

Mitigation Measure MM HYD-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. By implementing and maintaining proper BMPs, the potential for short-term sediment introduction should be minimized. The SWPPP (Mitigation Measure HYD-1) would reduce the potential for the proposed project to violate water quality standards during construction.

Post construction surface water at the site would be collected and run through a catch basin with an oil & gas separator, to a bioretention basin, and then to a proposed 18-inch storm drain that would connect to an existing stormwater drain in West Atherton Drive. To ensure that such a system is implemented, mitigation is proposed requiring the project applicant, as part of the stormwater quality control plan required under Mitigation Measure MM HYD- 2, to include a drainage plan that demonstrates attainment of pre-project runoff volumes and peak flows prior to release in the City's storm drain system.

With the above compliance with and implementation of MM HYD-1 and MM HYD-2 the project would have a less than significant impact with mitigation related to water quality and water discharge requirements.

Mitigation Measures

MM HYD-1: Prior to the issuance of grading or building permits for each proposed activity within the Master Plan area, the project applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Manteca for approval that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, monitoring, and maintenance; site restoration; contingency measures; responsible parties; and agency contacts. The SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures shall be employed for disturbed areas.
- Specific measures shall be identified to protect the onsite open drainages during construction of the proposed project.
- No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (e.g., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (such as inadvertent petroleum release) is required by the RWQCB to determine adequacy of the measure.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

MM HYD-2: Prior to the issuance of building or grading permits for any development activities that occur pursuant to the Master Plan, the project applicant shall submit a stormwater quality control plan to the City of Manteca for review and approval. The plan shall include a detailed drainage plan and identify expected site-specific pollutants and required measures to treat those pollutants before they reach the

municipal storm drain. The approved measures shall be incorporated into the proposed project. The plan will describe monitoring and performance measures and standards required in order to ensure water quality is adequately protected during operation of all proposed sites within the project area. Examples of stormwater pollution prevention measures and practices to be incorporated into the plan include but are not limited to:

- Strategically placed bioswales and landscaped areas that promote percolation of runoff
- Pervious pavement
- Roof drains that discharge to landscaped areas
- Trash enclosures with screen walls and roofs
- Stenciling on storm drains
- Curb cuts in parking areas to allow runoff to enter landscaped areas
- Rock-lined areas along landscaped areas in parking lots
- Catch basins
- Oil/water separators
- Regular sweeping of parking areas and cleaning of storm drainage facilities
- Employee training to inform maintenance personnel of stormwater pollution prevention measures

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

And,

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As previously mentioned, the project is within the San Joaquin Valley Groundwater Basin and Eastern San Joaquin sub basin. The Department of Water Resources has classified the Eastern San Joaquin County Groundwater Basin (ESJCGB) as a basin in a critical condition of overdraft. Groundwater overdraft in the ESJCGB and the City's groundwater withdrawal rate is of vital concern to the City as this poses a long-term risk to the reliability of the groundwater supply. According to the City's Urban Water Management Plan (UWMP), in order to

reduce dependence on groundwater and ensure sustainable yields, the City's goal is to achieve a 53 percent to 47 percent annual balance of surface water to groundwater, respectively. The combined use of surface water and groundwater by the City is intended to reduce the groundwater withdrawal to the established sustainable yield of one acre-foot per year per acre (AFY/ac). The resulting reduction in groundwater withdrawal has stabilized groundwater levels in the Manteca area. As buildout of the General Plan continues over time, groundwater pumped would remain limited to the safe yield of one AFY/ac, and projected future water demands would be met by a combination of groundwater, imported water, and recycled water.

The proposed project would generate an increase in water demand. However, such demand would be met through a combination of the aforementioned water sources. Development of the project site would not result in an increase in groundwater pumping because the project is consistent with the land uses evaluated in the water use projections of the City's General Plan and UWMP. Build out of the project would not require the City to pump additional groundwater to meet water demand. .

In addition, the project site constitutes a relatively small area compared to the size of the groundwater basin and, thus, does not constitute a substantial source of groundwater recharge. The project would allow for some continued infiltration through unpaved landscaping throughout the site. Therefore, the project would not substantially interfere with groundwater recharge.

Given that the proposed project is consistent with the site's General Plan land use and zoning designations, groundwater use associated with development of the project has been anticipated by the City and accounted for in regional planning efforts, including the projections included in the City's UWMP. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The proposed project would have a less than significant impact in this regard.

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?

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

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?

iv) Impede or redirect flood flows?

Less Than Significant With Mitigation Incorporated. Project construction work could have an impact on surface water quality due to exposure of soils to potential erosion. Construction activities that would disturb more than an acre of land area would need to obtain a Construction General Permit, which would require preparation of a SWPPP that includes construction BMPs to control soil erosion, runoff, and waste discharges, including methods to clean up contaminants if they are released. Implementation of the SWPPP would reduce potential drainage pattern impacts from construction activities to a level that would be less than significant. In addition, the proposed project would not violate any federal, state, or local water quality standards or waste discharge requirements. With the above compliance with and implementation of MM HYD-1 and MM HYD-2 the project would have a less than significant impact related to soil erosion, increased surface water runoff, and polluted surface water runoff.

The project site falls within FEMA's National Flood Hazard FIRM Panels 06077C0620F and 06077C0640F, Zone X Area with Reduced Flood Risk Due to Levee (FEMA, 2020). According to FEMA, Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year flood. This states that in the unlikely case of levee overtopping or failure, future developments upstream could experience increase flood discharges and potentially flood hazards. Overall, with the project location in an area with reduced flood risk due to a levee the project would not impede or redirect flood flow which would result in a less than significant impact.

In conclusion, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in erosion, siltation, or flooding on- or off-site, 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. Consequently, implementation of the proposed project would result in a less than significant impact.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The project is not located within a known flood hazard area. The project site is located approximately 60 miles inland from the Pacific Ocean. As such, the potential for the project site to be inundated by a tsunami is negligible. There are no large bodies of water nearby and the project is not located within a seiche zone. No steep slopes are located in the project vicinity; therefore, the risk of mudflow is also negligible. Therefore, no risks associated with the release of pollutants as a result of inundation have been identified and potential impacts would be less than significant.

Cumulative Impacts

The potential impacts related to hydrology and storm water runoff are typically site specific and site specific BMPs are implemented at the project level. The analysis above determined that the implementation of the proposed project would not result in significant impacts. In regard to proposed project impacts that would be considered less than significant, such impacts are not expected to result in

compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices.

Projects would be required to adhere to applicable General Plan goals, policies, and action statements; the City of Manteca's Municipal Zoning Code; the City's Standard Conditions of Approval; and the City's stormwater management guidelines regarding stormwater runoff and infrastructure. In addition, other projects would be required to implement stormwater pollution best management practices during construction and design measures to reduce water quality impacts and comply with the NPDES Municipal Regional Permit. Future developments in the watershed would also be required to comply with the SWRCB and RWQCB. Depending on the size of future projects, they would be required to obtain and comply with all required water quality permits and the Water Quality Control Plan, as needed and prepare and implement SWPPPS, implement construction BMPs, including BMPs to minimize runoff, erosion, and storm water pollution, comply with other applicable requirements. As part of these requirements, projects would be required to implement and maintain source controls, and treatment measures to minimize polluted discharge and prevent increases in runoff flows that could substantially decrease water quality. Conformance to these measures would minimize runoff from those sites and reduce contamination of runoff with pollutants. Therefore, related projects are not expected to cause substantial increases in storm water pollution. With compliance with State and local mandates, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

5.11 LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING. Would the project:				
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**	

a) Physically divide an established community?

Less Than Significant Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The project proposes a commercial mixed-use development. The project would be located near already established residential community to the south, bound by SR 120 to the north, and the general area is developing with additional general commercial or low-density residential uses. Given the project's nature, scope, and location, the project would not physically divide an established community. A less than significant Impact would occur in this regard.

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?

Less Than Significant Impact. The proposed project site is proposed on land currently designated General Commercial in the General Plan Land Use Map and under the Zoning District General Commercial as identified in the Municipal Code. The project would be consistent with the City's zoning and General Plan land use designation upon approval of individual project specific use permits dependent on commercial use. Therefore, the project would not conflict with the City's land use plan, policy, or regulation and therefore, would be less than significant.

Cumulative Impacts

Implementation of the project would not create a significant cumulative impact to the surrounding region since its surrounding area is planned for general commercial use. As a result, no cumulative impacts related to land use and planning would occur.

5.12 MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES. Would the project:				
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**	

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?

Less Than Significant Impact. There are no wells located on the project site. The closest wells within a mile of the project site are all dry hole wells that are plugged and not used. The closest Oil and Gas Field in the McMullin Ranch Gas located approximately 2.6 miles south of the project site (CalGEM, 2023). Therefore, there is no significant impact in this regard. Overall, there are no known significant mineral resources on the project site and therefore impacts from the proposed project would be less than significant.

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?

Less Than Significant Impact. The State of California has identified lands in the General Plan Study Area, near the San Joaquin River, as areas of significant mineral resources. In particular, sand deposits in these areas are considered to be of regional significance. However, Brown Sand and Gravel, Incorporated, the only operator within the Study Area (Oakwood Lake Pit), has completed mining operations. Oakwood Lake Resort has been created from reclaimed mined lands. The proposed project would not impact these resources (City of Manteca, 2022).

Additionally, The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into MRZs according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

- **MRZ-1** Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

- **MRZ-2** Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits. However, the significance of the deposit is undetermined.
- **MRZ-3** Areas where the available geologic information indicates that mineral deposits are inferred to exist; however, the significance of the deposit is undetermined.
- **MRZ-4** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

Designated by the California Geological Survey, the project site falls within MRZ-1 as having no significant mineral deposits present (CGS, 2012). Though the project site is on Portland Cement Concrete (PCC) Grade Aggregate in the Stockton-Lodi Production-Consumption Region, according to the Special Report 160, the area is classified as MRZ-1. MRZ-1 classified areas "have little likelihood of containing significant deposits of PCC-grade aggregate. Deposits that have excessive amounts of clay, silt, organic matter, absorptive rock, alkali-reactive rock, platy rock, or soft rock are unsuitable as sources of PCC aggregate," (Jensen and Silva, 1989). Therefore, there is no significant impact in this regard. Therefore, the development of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site and impacts would be less than significant.

Cumulative Impacts

Implementation of the project would not create a significant cumulative impact to the surrounding region as there is no loss of a known mineral resource on the project site or significant mineral deposits present on the project site. As a result, no cumulative impacts related to mineral resources would occur.

5.13 NOISE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. Would the project result in:				
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**	

REGULATORY SETTING

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable", "conditionally acceptable", "normally unacceptable", and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as

residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Manteca General Plan

The Manteca General Plan identifies goals, policies, and implementations in the Noise Element. The Noise Element provides a basis for comprehensive local programs to regulate environmental noise and protect citizens from excessive exposure. *Table 10: Maximum Allowable Noise Exposure from Mobile Noise* Sources lists land uses and associated maximum allowable mobile noise in outdoor activity areas and indoor spaces. Additionally, *Table 11: Performance Standards for Stationary Noise Sources or Project Affected by Stationary Noise Sources* lists daytime and nighttime noise level standards for stationary noise sources.

Table 120 Maximum Allowable Noise Exposure from Mobile Noise Sources

Land Use[1]	Outdoor Activity Areas[2,3]	Interior Spaces	
		L_{dn}/CNEL, dBA	L_{eq}, dBA[4]
Residential	60	45	-
Motels/Hotels	65	45	-
Mixed-Use	65	45	
Hospitals, Nursing Homes	60	45	-
Theatres, Auditoriums	-	-	35
Churches	60	-	40
Office Buildings	65	-	45
Schools, Libraries, Museums	70	-	45
Playgrounds, Neighborhood parks	70	-	-
Industrial	75	-	45
Golf Courses, Water Recreation	70	-	-

1. Where 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.
2. Outdoor 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.
3. In 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.
4. Determined for a typical worst-case hour during periods of use.

Source: City of Manteca General Plan Safety Element Table S-1: Maximum Allowable Noise Exposure from Mobile Noise Sources, 2023

Table 11: Performance Standards for Stationary Noise Sources or Project Affected by Stationary Noise Sources[1,2,3,4]

Noise Level Descriptor	Daytime	Nighttime
	7 AM to 10 PM	10 PM to 7 AM
Hourly L_{eq}, dBA	55	45

1. Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.
2. No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.
3. Stationary noise sources which are typically of concern include, but are not limited to, the following:
HVAC Systems, Cooling Towers/Evaporative Condensers, Pump Stations, Lift Stations, Emergency Generators, Boilers, Steam Valves, Steam Turbines, Generators, Fans, Air Compressors, Heavy Equipment, Conveyor Systems, Transformers, Pile Drivers, Grinders, Drill Rigs, Gas or Diesel Motors, Welders, Cutting Equipment, Outdoor Speakers, Blowers
4. The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Source: City of Manteca General Plan Safety Element Table S-2: Performance Standards for Stationary Noise Sources or Project Affected by Stationary Noise Sources, 2023

The Manteca General Plan Safety Element includes the following goal for noise:

Goal S-6: Protect the quality of life by protecting the community from harmful and excessive noise.

The Manteca General Plan Update Safety Element includes the following policies for noise:

Policy S-6.1: Incorporate noise considerations into land use, transportation, and infrastructure planning decisions, and guide the location and design of noise-producing uses to minimize the effects of noise on adjacent noise-sensitive land uses, including residential uses and schools.

Policy S-6.3: Areas within Manteca exposed to existing or projected exterior noise levels from mobile noise sources exceeding the performance standards in Table S-1 (*Table 10*) shall be designated as noise-impacted areas.

Policy S-6.4: Require residential and other noise-sensitive development projects to satisfy the noise level criteria in Table S-1 (*Table 10*) and Table S-2 (*Table 11*).

Policy S-6.5: Require new stationary noise sources proposed adjacent to noise sensitive uses to incorporate noise-attenuating measures so as to not exceed the noise level performance standards in Table S-2 (*Table 11*), or a substantial increase in noise levels established through a detailed ambient noise survey.

Policy S-6.6: Regulate construction-related noise to reduce impacts on adjacent uses to the criteria identified in Table S-2 (*Table 11*) or, if the criteria in Table S-2 (*Table 11*) cannot be met, to

the maximum level feasible using best management practices and complying with the MMC Chapter 9.52.

Policy S-6.7: Where the development of residential or other noise-sensitive land use is proposed for a noise-impacted area or where the development of a stationary noise source is proposed in the vicinity of noise sensitive uses, an acoustical analysis is required as part of the development review process so that noise mitigation may be considered in the project design. The acoustical analysis shall:

- Be the responsibility of the applicant.
- Be prepared by a qualified acoustical consultant experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
- Estimate existing and projected (20 years) noise levels in terms of the standards of Table S-1 (*Table 10*) and Table S-2 (*Table 11*) and compare those levels to the adopted policies of the Noise Element.
- Recommend appropriate mitigation measures to achieve compliance with the adopted policies and standards of the Noise Element.
- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- If necessary, describe a post-project assessment program to monitor the effectiveness of the proposed mitigation measures.

Policy S-6.8: Apply Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with noise performance levels of Table S-1 (*Table 10*) and Table S-2 (*Table 11*).

Policy S-6.9: Enforce the Sound Transmission Control Standards of the California Building Code concerning the construction of new multiple occupancy dwellings such as hotels, apartments, and condominiums.

Policy S-6.15: Recognizing that existing noise-sensitive uses may be exposed to increase noise levels due to circulation improvement projects associated with development under the General Plan and that it may not be feasible to reduce increased traffic noise levels to the criteria identified in Table S-1 (*Table 10*), the following criteria may be used to determine the significance of noise impacts associated with circulation improvement projects:

- Where existing traffic noise levels are less than 60 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise levels due to roadway improvement projects will be considered significant; and
- Where existing traffic noise levels range between 60 and 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise

levels due to roadway improvement projects will be considered significant; and

- Where existing traffic noise levels are greater than 65 dB L_{dn} at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB L_{dn} increase in noise levels due to roadway improvement projects will be considered significant.

The Manteca General Plan Update Safety Element includes the following implementation strategies for noise:

Implementation S-6a: Require an acoustical analysis that complies with the requirements of S-5.7 where:

- Noise sensitive land uses are proposed in areas exposed to existing or projected noise levels exceeding the levels specified in Table S-1 (*Table 10*) or Table S-2 (*Table 11*).
- Proposed transportation projects are likely to produce noise levels exceeding the levels specified in Table S-1 (*Table 10*) or Table S-2 (*Table 11*) at existing or planned noise sensitive uses.

Implementation S-6b: Assist in enforcing compliance with noise emissions standards for all types of vehicles, established by the California Vehicle Code and by federal regulations, through coordination with the Manteca Police Department and the California Highway Patrol.

Implementation S-6c: Update the City's Noise Ordinance (Chapter 9.52) to reflect the noise standards established in this Noise Element and proactively enforce the City's Noise Ordinance, including requiring the following measures for construction:

- Restrict construction activities to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or federal holidays, without a specific exemption issued by the City.
- A Construction Noise Management Plan shall be submitted by the applicant for construction projects, when determined necessary by the City. The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures.
- Noise reduction measures may include, but are not limited to, the following:
    - Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible

- Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. This muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available. This would achieve a reduction of up to 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- Temporary power poles or zero-emission power sources shall be used instead of generators where feasible.
- Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
- The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.
- Delivery of materials shall observe the hours of operation described above.
- Truck traffic shall avoid residential areas to the greatest extent feasible.

Implementation S-6d: In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels have a substantial increase. Generally, a 3 dB increase in noise levels is barely perceptible, and a 5 dB increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:

- When existing noise levels are less than 60 dB, a 5 dB increase in noise will be considered substantial;
- When existing noise levels are between 60 dB and 65 dB, a 3 dB increase in noise will be considered substantial;
- When existing noise levels exceed 65 dB, a 1.5 dB increase in noise will be considered substantial.

- For non-transportation noise, a 5 dB increase in noise will be considered substantial.
- For construction noise, an increase in 12 dBA in noise will be considered substantial.

Implementation S-6e: Control noise at the source through use of insulation, berms, building design and orientation, buffer space, staggered operating hours, and similar techniques. Where such techniques would not meet acceptable levels, use noise barriers to attenuate noise associated with new noise sources to acceptable levels.

Implementation S-6f: Require that all noise-attenuating features, including soundwalls and quieter pavements, are designed to be attractive and to minimize maintenance.

City of Manteca Municipal Code

According to Manteca Municipal Code, Section 17.58.050, Noise Standards, construction activities that create a noise disturbance across a residential property line daily between the hours of 7:00 p.m. and 7:00 a.m. are prohibited, except for emergency work of public service utilities. The Municipal Code does not establish quantitative noise limits for construction activities in the City. *Table 12: City of Manteca Zoning Ordinance Noise Standards* shows the City of Manteca standards for maximum noise level at the property line or in the M-1 and M-2 districts, at a point 500 feet from exterior wall of the use or at the property line of the use, whichever is less.

Table 12: City of Manteca Zoning Ordinance Noise Standards

Receiving Land Use Category	Time Period	Maximum Allowable Noise Levels (L_{dn}/CNEL, dB)
Single-Family and Limited Multiple-Family	10 pm – 7 am	50
	7 am – 10 pm	60
Multiple-Family, Public Institution, and Neighborhood Commercial	10 pm – 7 am	55
	7 am – 10 pm	60
Medium and Heavy Commercial	10 pm – 7 am	60
	7 am – 10 pm	65
Light Industrial	Anytime	70
Heavy Industrial	Anytime	75
Source: City of Manteca Municipal Code, Table 17.58.050-1		

Section 17.58.050 D states that construction activities are exempt from Section 17.58.050, when conducted as part of an approved Building Permit. Subsection 17.58.050(E)(1) states that 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 is prohibited.

Section 17.58.050 E states that loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects on private property between the hours of 10:00 p.m. and 7:00 a.m. in a manner to cause a noise disturbance is a violation of the municipal code standards.

Further, Section 9.52.040 F states that loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans or similar objects are prohibited by residential receptors between the hours of 10 p.m. and 8 a.m. in such a manner as to cause noise disturbance, except for solid waste collection which is exempt from the noise limitations within Section 17.58.050. Section 9.52.040 K states that the use or operation of any construction equipment by residential receptors between the hours of 8:00 p.m. and 7:00 a.m. and is sufficiently loud as to be plainly audible at the property line of the property from which the sound is emanating is prohibited and violates Section 9.52.040 (Ord. 1374 § 1, 2007).

EXISTING CONDITIONS

Existing Noise Sources

The City of Manteca is impacted by various noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in the City. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise.

Noise Measurements

To determine ambient noise levels in the project area, four short-term (10-minute) noise measurements were taken using a Larson Davis SoundExpert LxT Type I integrating sound level meter on July 13, 2023; refer to Appendix F: Noise Measurement Field Data for existing noise measurement data.

As shown in *Table 13: Noise Measurement Locations*, short-term measurement 1 (ST-1) was taken to represent the ambient noise level to the east of the project site on South Airport Way, ST-2 and ST-3 were taken to represent existing noise levels at the residential uses to the south and southeast of the project site, respectively, and ST-4 was taken to represent the existing noise level at the residential uses to the east of the project site along West Atherton Drive. The primary noise source during the noise measurements was traffic on South Airport Way, West Atherton, and State Route 120 (SR-120). *Table 13: Noise Measurements* provides the ambient noise levels measured at these locations.

Table 13: Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	L_{peak} (dBA)	Time	Date
ST-1	Airport Way on the western side of project site boundary	64.8	51.7	79.5	103.7	11:11 a.m. to 11:21 a.m.	07/13/2023
ST-2	2079 Goldeneye Way	72.7	54.0	93.4	115.4	10:53 AM to 11:03 AM	07/13/2023
ST-3	1939 Goldfinch Way	61.7	53.6	73.5	95.2	10:13 AM to 10:23 AM	07/13/2023

ST-4	1401 Hazelnut Way	64.8	57.9	78.7	106.5	10:31 AM to 10:41 AM	07/13/2023
Source: Noise Measurements taken by Kimley-Horn on July 13th in 2023.							

Existing Mobile Noise

Existing roadway noise levels were calculated for the roadway segments in the project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the project Traffic Analysis (Appendix B). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels. The average daily noise levels along roadway segments in proximity to the project site is included in *Table 18: Existing and Project Traffic Noise*. California Highway 120 is also located north of the project site and generates a high mobile noise levels at the site.

Existing Stationary Noise

The primary sources of stationary noise in the project vicinity are those associated with the operations of nearby residential uses to the east and south of the site, existing mixed-used commercial and industrial to the north of the project site, and vacant land to the west and south. The noise associated with these sources may represent a single-event noise occurrence, short-term noise, or long-term/continuous noise.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. The surrounding land uses are predominantly residential, with commercial uses to the north beyond SR-120. As shown in *Table 14: Sensitive Receptors* sensitive receptors near the project site include single-family residences, parks, and religious centers. These distances are from the project site to the sensitive receptor property line.

Table 14: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Site
Single-family residential along Hazelnut Way	90 feet southeast
Single-family residential along Goldfinch Way	95 feet southeast
Single-family residential along Goldeneye Way	95 feet southeast
Dutra Southeast Park	500 feet southeast

Single-family residential along Hearth Dr.	540 feet southwest

Source: Google Earth, 2023.
1.Distance measured from the property line of the Project Site to the nearest receptor property line.

ENVIRONMENTAL IMPACTS

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?

Less Than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur approximately 90 feet from the nearest sensitive receptor to the southeast. However, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery. During construction, exterior noise levels could affect the residential neighborhoods near the construction site.

Construction activities associated with development of the project would include site preparation, grading, paving, building construction, and architectural coating. Such activities may require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute. According to the applicant, no pile-driving would be required during construction and the project would comply with Section 17.58.050(E) of the City's Municipal Code which limits allowable construction hours between 7:00 a.m. and 7:00 p.m.

Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 15: Typical Construction Noise Levels.*

Table 15: Typical Construction Noise Levels

Equipment	Maximum Noise Level (dBA) from Source[1] 50 feet (reference level)
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Mobile	83
Dozer	85
Generator[2]	56
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Truck	84
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ Where: $QWdBA_2$ = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance. 2. Generator would include CAT XQ60 Rental Generator Set.	
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.	

The Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) was used to calculate noise levels during construction activities (refer to Appendix F). RCNM is a computer program used to assess construction noise impacts and allows for user-defined construction equipment and user-defined noise limit criteria. Noise levels were calculated for each construction phase and are based on the equipment used, distance to the nearest property/receptor, and acoustical use factor for equipment.

The noise levels calculated in *Table 16: Project Construction Noise Levels*, show estimated exterior construction noise at the closest receptors to the southeast and east of the project site. Based on calculations using the RCNM model, construction noise levels would range from approximately 56.7 dBA Leq to 75.6 dBA Leq at the nearest sensitive receptors.

Implementation S-6d of the Manteca General Plan determines that a 12 dBA increase in noise from the existing ambient noise level would be considered substantial. The exterior noise level of sensitive receptors calculated using the RCNM model is combined with the ambient exterior noise measured using the dBA Leq values of the closest noise measurement locations. If the difference of the combined noise level and exterior noise level exceeds a 12 dBA increase, the ambient noise during construction activities would have a significant impact related to creation of a substantial temporary or periodic increase in ambient noise levels in the project vicinity. However, as shown in *Table 16*, project construction noise levels do not exceed an increase of 12 dBA in noise at the closest sensitive receptors, and therefore, a less than significant impact would occur.

Table 16: Project Construction Noise Levels

Construction Phase	Receptor Location			Ambient Noise at Receptor (dBA L_{eq})	Modeled Exterior Noise Level (dBA L_{eq}) [2]	Combined Noise at Receptor (dBA L_{eq})	Noise Level Increase (dBA L_{eq}) [3]	Threshold Exceeded
	Land Use	Direction	Distance (feet) [1]					
Site Preparation	Residence along Hazelnut Way	Southeast	200	64.8	75.6	75.9	11.1	No
	Residence along Goldfinch Way	Southeast	355	61.7	70.6	71.1	9.4	No
Grading	Residence along Hazelnut Way	Southeast	200	64.8	75.1	75.5	10.7	No
	Residence along Goldfinch Way	Southeast	355	61.7	70.1	70.7	9.0	No
Building Construction	Residence along Hazelnut Way	Southeast	200	64.8	74.0	74.5	9.7	No
	Residence along Goldfinch Way	Southeast	355	61.7	69.0	68.7	8.0	No
Paving	Residence along Hazelnut Way	Southeast	200	64.8	74.5	74.9	10.1	No
	Residence along Goldfinch Way	Southeast	355	61.7	69.5	70.2	8.5	No
Architectural Coating	Residence along Hazelnut Way	Southeast	200	64.8	61.7	66.5	1.7	No
	Residence along Goldfinch Way	Southeast	355	61.7	56.7	62.9	1.2	No

[1] Distance is from the nearest receptor to the main construction activity area on the project site. Not all equipment would operate at the closest distance to the receptor.
[2] Modeled noise levels conservatively assume the simultaneous operation of all pieces of equipment.
[3] Implementation S-6d of the Manteca General Plan determines that a 12 dBA increase in noise from the existing ambient noise level would be considered substantial.

Construction Traffic Noise

Construction is estimated to be approximately 30 months. Construction noise may be generated by large trucks moving materials to and from the project site. Large trucks would be necessary to deliver building materials as well as remove dump materials. Excavation, cut, and fill would be required. Grading over the entire site would consist of 30,000 cubic yards of cut and fill balanced on site. With cut and fill balanced on site, there is no import or export involved. Based on the CalEEMod default assumptions for this project, the project would generate the highest number of daily trips during the construction phase. The model estimates that the project would generate 18

daily worker trips during site preparation. Grading would have 25 daily worker trips and 15 daily trips for paving. Building construction would have 80 daily worker trips and 35 daily vendor trips. Architectural coating would require 16 daily worker trips.

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase.[9] Airport Way south of CA-120 eastbound ramps has approximately 14,760 average daily trips.[10] A maximum of115 daily project construction trips (total of 80 daily worker trips and 35 daily vendor trips) would not triple the existing traffic volume per day. Therefore, construction related traffic noise would not be noticeable and would not create a significant noise impact.

Operations

Implementation of the project would create new sources of noise in the project vicinity. The major noise sources associated with the project that would potentially impact existing and future nearby residences include the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Gas dispensing activities;
- Restaurant and commercial retail activities (e.g., outdoor seating and dining areas, vehicle queuing, speaker systems);
- Delivery trucks activities at the loading areas (i.e., maneuvering and idling trucks, loading/unloading, and equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Landscape maintenance activities.

The closest sensitive receptors are located approximately 90 feet to the southeast. Policy S-6.5 of the City's General Plan establishes the noise level requirements as thresholds for stationary noise sources. *Table 11* limits hourly average noise levels from stationary sources to 55 dBA Leq between the hours of 7:00 a.m. and 10:00 p.m. and to 45 dBA Leq between the hours of 10:00 p.m. and 7:00 a.m. Furthermore, Section 17.58.050 of the City's Municipal Code limits exterior noise levels to 60 dBA Ldn between the hours of 7:00 a.m. and 10:00 p.m. and to 50 dBA Ldn between the hours of 10:00 p.m. and 7:00 a.m. at single-family residential land uses.

Stationary Noise Sources

Implementation of the project would create new sources of noise in the project vicinity from mechanical equipment, truck loading areas, parking lot noise, and landscape maintenance. *Table 17: Operational Noise Levels*, shows the noise levels generated by various stationary noise sources and the resulting noise level at the nearest receiver. *Table 17* also shows the project's compliance

[9] According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

[10] City of Manteca, *General Plan Draft EIR*, 2023.

with the General Plan Policy S-6.5, and the Municipal Code. Each stationary source is discussed below.Mechanical Equipment

Regarding mechanical equipment, the project would generate stationary-source noise associated with heating, ventilation, and air conditioning (HVAC) units. HVAC units typically generate noise levels of approximately 52 dBA at 50 feet.[11] HVAC equipment would be situated on the store roof. The nearest sensitive receptor is located 160 feet away from Parcel 1, 315 feet away from Parcel 2, and 200 feet from Parcel 3. The loudest HVAC noise levels would attenuate approximately 41.9 dBA at 160 feet. *Table 17* shows that mechanical equipment would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

The project may include the operation of mechanical equipment at the car dealership in Parcel 3. Typical noise levels from vehicle maintenance center reach 78.2 dBA at 50 feet.[12] At this distance, the closest sensitive receptor would be located approximately 250 feet away would experience a noise level of 64.2 dBA without considering any attenuating surfaces. Therefore, noise levels experienced at the residences would be lower than levels shown above. Furthermore, the vehicle maintenance center would only operate during the daytime and would be located within the building. Thus, noise levels from any vehicle maintenance equipment would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Gas Station Activities

The project would include 22 standard fueling stations which would generate similar noise sources as parking spaces. These typically include vehicular circulation, louder engines, car alarms, door slams, and human voices. These sources typically generate noise levels ranging from 53 to 63 dBA at 50 feet. The nearest sensitive receptor is 120 feet away from the gas station in Parcel 1 where the noise level would be approximately 53.4 dBA. *Table 17* shows that parking lot and gas station activities would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Loading Area Noise

The project is a commercial development that would include deliveries. The primary noise associated with deliveries is the arrival and departure of trucks. Operations of the proposed project would potentially require a mixture of deliveries from vans, light trucks, and heavy-duty trucks. Normal deliveries typically occur during daytime hours. During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting' braking activities; backing up toward the docks/loading areas; dropping down the dock ramps; and maneuvering away from the docks. Major Building A would have two delivery truck loading and unloading stations along the back of the building which faces northwest. The loading area at the project site in Parcel 1 would be located approximately 600 feet away from the nearest sensitive receptor along West Atherton Drive. The noise level from the closest sensitive

[11] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[12] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

receptor would be approximately 42.4 dBA. Typically, heavy truck operations generate a noise level of 64 dBA at a distance of 50 feet. While there would be temporary noise increases during truck maneuvering and engine idling, these impacts would be of short duration and infrequent. *Table 17* shows that truck and loading area noise would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Parking Areas

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Parking lot noise can also be considered a "stationary" noise source. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA at 50 feet. Conversations in parking areas may also be an annoyance to sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. Parking noise would not meet the criteria within *Table 11* that specifies noise level standards should be lowered from 55 to 50 dBA as parking does not have recurring impulsive noises, or create such noises that are generally considered to be particularly annoying. Surface parking within Parcel 1 is within 120-180 feet from the nearest sensitive receptor, producing an approximate noise level of 49.9-53.4 dBA. Parking areas would be located closer, approximately 100 feet from sensitive receptors in Parcel 2 and Parcel 3. At this distance, noise levels would reach 55.0 dBA. *Table 17* shows that parking area noise would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Drive-Thru Operations

The proposed project would include several drive-thru restaurants with menu boards and intercoms that would be located near the restaurant building. Project noise sources from drive-thru operations include amplified speech from the intercom, idling vehicles, and vehicles circulating along the drive-thru lane. The measured noise level associated with active drive-thru operations is 64 dBA at a distance of 20 feet. Within Parcel 1, the proposed menu board and intercom are located within approximately 350 feet from the nearest sensitive receptors (single-family residences to the east) the proposed menu board and intercom, and as close as 350 feet from the drive-thru lane/queuing area. A distance of 350 feet from the menu boards and intercoms would produce an estimated noise level of approximately 37 dBA. *Table 17* shows that drive-thru operation noise would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Landscape Maintenance Activities

Development and operation of the project includes new landscaping that would require periodic maintenance. Noise generated by a gasoline-powered lawnmower is estimated to be approximately 70 dBA at a distance of five feet. Landscape maintenance activities would be 50 dBA at 50 feet away and 44 dBA at the closest sensitive receptor approximately 100 feet away.

Maintenance activities would operate during daytime hours for brief periods of time as allowed by the City Municipal Code and would not permanently increase ambient noise levels in the project vicinity and would be consistent with activities that currently occur at the surrounding uses. Landscaping activities within Parcel 1, Parcel 2, and Parcel 3 can occur as close as 90 feet to the nearest sensitive receptor, producing an approximate noise level of 44.9 dBA. *Table 17* shows that landscape maintenance noise would not exceed the City's General Plan standards in Policy S-6.5, and Section 17.58.050 of the Municipal Code.

Table 17: Operational Noise Levels

Land Use	Distance (feet)[1]	Reference Level at 50 ft (dBA)	Section 17.58.050 of the Municipal Code			General Plan Policy S-6.5		
			Noise Level at Receiver (dBA)[7]	Exterior Noise Standard (L_{dn})[8,9]	Exceed Threshold	Noise Level at Receiver (dBA)[7]	Exterior Noise Standard (L_{eq})	Exceed Threshold
Mechanical Equipment[2]								
Residences (Parcel 1)	160	52	41.9	60	No	41.9	55	No
Residences (Parcel 2)	315		36.0		No	36.0		No
Residences (Parcel 3)	200		40.0		No	40.0		No
Loading Area[3]								
Residences (Parcel 1)	600	64	42.4	60	No	42.4	55	No
Parking Area/Gas Dispensing Activities[4]								
Residences (Parcel 1)	120	61	53.4	60	No	53.4	55	No
Residences (Parcel 2)	100		55.0		No	55.0		No
Residences (Parcel 3)	100		55.0		No	55.0		No
Drive-Thru Operations[5]								
Residences (Parcel 1)	450	56	37.0	60	No	37.0	55	No
Landscape Maintenance[6]								
Residences (Parcel 1)	90	50	44.9	60	No	44.9	55	No
Residences (Parcel 2)	90		44.9		No	44.9		No
Residences (Parcel 3)	90		44.9		No	44.9		No

1. The distance is from the location of the operational noise source to the sensitive receptor property line.
2. Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
3. Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018.
4. Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.
5. Drive-thru noise sample collected by Kimley-Horn on August 17, 2018.
6. U.S. EPA, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971.
7. Calculated using the inverse square law formula for sound attenuation: dBA2 = dBA1+20Log(d1/d2), where dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance.
8. Table 17.58.050-1 of the City's Municipal Code limits hourly average noise levels to 60 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. and to 50 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m. at single family residential land uses.
9. Policy S-6.6 of the City's General Plan establishes the noise level requirements as thresholds for stationary noise sources. Municipal Code Table 9-2 limits hourly average noise levels to 55 dBA L_{eq} between the hours of 7:00 a.m. and 10:00 p.m. and to 45 dBA L_{eq} between the hours of 10:00 p.m. and 7:00 a.m.

Combined Stationary Noise

General Plan Implementation Policy S-6d states that a substantial increase in noise would occur when non-transportation noise increases ambient noise by more than 5 dBA. Stationary noise would cause the highest increase at residences located across Parcel 1 along West Atherton Drive. Ambient noise levels were measured to be 61.7 dBA at these sensitive receptors and the ambient noise levels would increase to 62.5 dBA with the incorporation of the stationary sources nearby. Therefore, noise level would have the largest increase of 0.8 dBA at nearby sensitive receptors. Thus, the project would be consistent with Implementation Policy S-6d and impacts would be less than significant.

Offsite-Traffic Noise

Implementation of the project would generate increased traffic volumes along study roadway segments. The project is expected to generate 6,477 net new daily trips, which would result in noise increases on project area roadways. In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable (Manteca General Plan, 2023). Generally, traffic volumes on project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Therefore, permanent increases in ambient noise levels of less than 3 dBA are considered to be less than significant.

As shown in *Table 18: Existing and Project Traffic Noise*, the existing traffic-generated noise level on project area roadways is between 56.8 dBA L_{dn} and 63.7 dBA L_{dn} at 100 feet from the centerline. As previously described, L_{dn} is 24-hour average noise level with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Traffic noise levels for roadways primarily affected by the project were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes (Appendix B). As noted in *Table 10*, project noise levels 100 feet from the centerline would range from 57.7 dBA L_{dn} to 64.8 dBA L_{dn}. The project would have the highest increase of 3.1 dBA on West Atherton Drive between Airport Way and Sage Sparrow Avenue. The 3.1 dBA increase is above the perceptible 3.0 dBA noise level increase. The resulting 63.3 dBA L_{dn} noise level is above the City's normally acceptable 60 dBA threshold for residential uses. However, there is an existing 10-foot concrete wall between the roadway and residences across Atherton Drive. This wall would provide a minimum 5 dBA reduction for the noise experienced at the residences.[13] Therefore, noise levels experienced would be approximately 58.3 dBA which is below the normally acceptable noise levels for residences. Therefore, the project would have a significant impact on existing traffic noise levels.

[13] FHWA, Noise Barrier Design Handbook, 1976.

Table 18: Existing and Project Traffic Noise

Roadway Segment	Existing Conditions		With Project		Project Change from Existing Conditions	Significant Impact?
	ADT	dBA L_{dn}[1]	ADT	dBA L_{dn}[1]		
Airport Way						
CA-120 East Bound Ramps to West Atherton Drive	14,760	63.7	18,970	64.8	1.1	**No**
West Atherton Drive to Woodward Avenue	9,760	61.8	10,408	62.1	0.3	**No**
West Atherton Drive						
Airport Way to Sage Sparrow Avenue	5,100	60.4	9,958	63.3	2.9	**No**
Sage Sparrow Avenue to Sparrowhawk Street	4,895	60.2	9,882	63.3	3.1	**No**[2]
East of Sparrowhawk Street	3,910	56.8	4,882	57.7	0.9	**No**

ADT = average daily trips; dBA = A-weighted decibels; Ldn= day-night noise levels
1.Traffic noise levels are at 100 feet from the roadway centerline.
2. The existing 10-foot CMU wall located along northern boundary of the residences on Atherton Drive would provide noise level reduction of approximately 5 dBA. Therefore, noise levels would 58.3 dBA and would be below the normally acceptable levels for residential uses.
Source: Based on traffic data provided by TKJM, 2023. Refer to Appendix F for traffic noise modeling assumptions and results.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Increases in groundborne vibration levels attributable to the project would be primarily associated with construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g.,

plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver.

The FTA has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the potential pile driving area, the potential construction vibration damage criteria vary. For example, for a building constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50-inch per second (in/sec) peak particle velocity (PPV) is considered safe and would not result in any construction vibration damage.

Table 19: Typical Construction Equipment Vibration Levels*,* lists vibration levels at 25 feet, 50 feet, and 100 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in *Table 19*, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 19: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity At 25 feet (in/sec)	Peak Particle Velocity At 50 feet (in/sec)	Peak Particle Velocity At 75 feet (in/sec)
Large Bulldozer	0.089	0.032	0.011
Loaded Trucks	0.076	0.027	0.010
Rock Breaker	0.059	0.021	0.007
Jackhammer	0.035	0.012	0.004
Small Bulldozer/Tractors	0.003	0.001	0.004
1. Calculated using the following formula: PPVequip = PPVref x (25/D)1.5, where: PPVequip = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPVref = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018; D = the distance from the equipment to the receiver.			
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.			

As shown in *Table 19,* the highest vibration levels are achieved with the large bulldozer operations. This construction activity is expected to take place during grading. The nearest structure is approximately 100 feet from the active construction zone. As indicated in *Table 19*, construction vibration levels at the nearest sensitive receptors (100 feet away) would not exceed 0.017 in/sec PPV and/or the FTA's 0.20 PPV threshold. In addition, construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with the project would be less than significant.

Operations

The project would not generate groundborne vibration that could be felt at surrounding uses. Project operations would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. As a result, impacts from vibration associated with project operation would be less than significant.

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?

Less Than Significant Impact. The nearest airport to the project site is the Stockton Metropolitan Airport located approximately 7.7 miles north of the project site. The project site lies outside of the CNEL noise contours shown in the Stockton Metropolitan Airport Land Use Compatibility Plan Update report published in May 2016 and amended in February 2018.[14] Aircraft-related noise at the project site would not substantially increase ambient noise levels. Exterior noise levels resulting from aircraft would be compatible with the proposed project. By ensuring compliance with the City's normally acceptable noise level standards, interior noise levels would also be considered acceptable with aircraft noise. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Cumulative Impacts

Cumulative Construction Noise

The project's construction activities, when properly mitigated, would not result in a substantial temporary increase in ambient noise levels. The City limits construction to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday. The project would contribute to other proximate construction noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the project's construction-related noise impacts would be less than significant following compliance with local regulations.

Construction activities at other planned and approved projects would be required to take place during daytime hours, and the City and project applicants would be required to evaluate construction noise impacts and implement mitigation, if necessary, to minimize noise impacts. Each project would be required to comply with the applicable City of Manteca Municipal Code limitations on allowable hours of construction. Therefore, project construction would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

[14] San Joaquin County's Aviation System Stockton Metropolitan Airport, *Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport,* May 2016.

Cumulative Operational Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. However, noise from generators and other stationary sources could also generate cumulative noise levels.

Stationary Noise

As discussed above, impacts from the project's operations would be less than significant. Due to site distance, intervening land uses, and the fact that noise dissipates as it travels away from its source, noise impacts from on-site activities and other stationary sources would be limited to the project site and vicinity. No known past, present, or reasonably foreseeable projects would compound or increase the operational noise levels generated by the project. Thus, cumulative operational noise impacts from related projects, in conjunction with project-specific noise impacts, would not be cumulatively significant.

Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Future Without Project scenarios to the Future Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- **Combined Effect**. The cumulative with project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project.
- **Incremental Effects**. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 20: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout, identifies the traffic noise effects along roadway segments in the project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts.

Table 20: Cumulative Plus Project Conditions Predicted Traffic Noise Levels – Project Buildout

Roadway Segment	Existing dBA CNEL[1]	Future Without Project dBA CNEL[1]	Future With Project dBA CNEL[1]	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Airport Way						
CA-120 East Bound Ramps to West Atherton Drive	63.7	65.3	66.0	2.3	0.7	No
West Atherton Drive to Woodward Avenue	61.8	63.4	63.6	1.8	0.2	No
West Atherton Drive						
Airport Way to Sage Sparrow Avenue	60.4	62.0	64.2	3.8	2.2	No[1]
Sage Sparrow Ave to Sparrowhawk Street	60.2	61.8	64.1	3.9	2.3	No[1]
East of Sparrowhawk Street	56.8	58.4	59.1	2.3	0.7	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL= Community Equivalent Noise Level
Traffic noise levels are at 100 feet from the roadway centerline.
1. Noise levels would get a 5 dBA reduction from the existing 10-foot CMU wall by residences on Atherton Drive. Therefore, noise levels would 58.3 dBA and would be below the normally acceptable levels for residential uses.
Source: Based on traffic data provided by TJKM (2023) in Appendix B. Refer to Appendix F for traffic noise modeling results.

A significant cumulative traffic noise increase would be identified if a cumulative traffic noise increase of greater than the 3 dBA is calculated, and the relative contribution from project traffic is calculated to contribute more than 1 dBA to this cumulative impact. There are two road segments that exceed both the combined and incremental effects, Atherton Way from Airport Way to Sage Sparrow Avenue, and Atherton Way from Sage Sparrow Avenue to Sparrowhawk Avenue. However, as mentioned previously, there is an existing 10-foot CMU wall located between the road and residences that would result in at least a 5 dBA reduction to the noise experienced at receptors. Therefore, noise levels experienced at residential receptors would be 59.2 and 59.1 dBA on the two roadway segments. Since traffic noise is below the normally acceptable levels for residences, cumulative traffic noise at this roadway segment would be less than significant. The proposed project's contribution to noise levels would not be cumulatively considerable.

5.14 POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING. Would the project:				
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**	

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)?

Less Than Significant Impact. The project site is currently zoned General Commercial and designated Commercial in the General Plan. The proposed project does not propose any residential uses that could generate new residents within the City. The proposed project includes general retail, restaurants, and convenience store and gas station, a hotel, and a car dealership. The hotel would not support permanent housing and wouldn't induce substantial population growth. The retail shops, restaurants, convenience store and gas station, and car dealership would serve the existing population in the surrounding area and would not substantially induce unplanned population growth. In addition, project construction and operation would create new employment opportunities. The workers are anticipated to come from within the City or surrounding jurisdictions and commute daily to the site. Although it is possible that demand for workers could induce some people to move to the area this is anticipated to be a small number relative to total demand for construction workers and permanent employees. It is anticipated that with the recent and continuing growth of the City, there are adequate numbers of people already residing in the area to work on or at the project site. Therefore, impacts from the proposed project to unplanned population growth are less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than significant Impact. As mentioned above, the project site is not zoned or designated in the General Plan to be used for residential. There are no housing units, or structures on the project site, therefore the project would not displace housing or people, or require construction of replacement housing elsewhere. Therefore, impacts would be less than significant.

Cumulative Impacts

Overall, the project site would serve the exiting demand from the population within the local vicinity. The proposed project would be consistent with the planned land uses in the City's General Plan and the population and employment projections for the City and the region as a whole. Impacts from cumulative growth are considered in the context of their consistency with these local and regional planning efforts. Therefore, the proposed project would not cause a cumulatively considerable impact on population and housing and no mitigation is required.

5.15 PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES. Would the project:				
a) 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:				
i) Fire protection?			**X**	
ii) Police protection?			**X**	
iii) Schools?			**X**	
iv) Parks?			**X**	
v) Other public facilities?			**X**	

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:

i) Fire protection?

Less Than Significant Impact. There are 5 Fire Stations located within the City of Manteca. Fire Station 242 at 1154 S. Union Road is the closest to the project site, located approximately 0.9 miles northeast. The City Manteca's Fire Department will review the development plans for the project to ensure the development adheres to the Fire Departments requirements and the project would include the payment of standard City development impact fees, which include a fee for fire protection service impacts. The nominal population growth associated with the project would incrementally increase the demand for fire protection and emergency medical services to the project site. The project falls within the existing service area for the fire department and would not have a significant effect on response times. Additionally, the project does not propose, and would

not create a need for, new/physically altered fire protection facilities, thus, less than significant environmental impacts would occur in this regard. Finally, the project would be constructed to meet the latest CBC requirements and the project is subject to fire suppression development impact fees and other standards and conditions required by the City and County Fire. As such, a less than significant impact would occur.

ii) Police protection?

Less Than Significant Impact. The City of Manteca's Police Department is under contract to provide police protection and public safety services within the city, including the project site. The Manteca Police Department is located approximately 1.5 miles northeast from the project site. The nominal population growth associated with the project would incrementally increase the demand for police protection services to the project site. However, the proposed mixed-use development would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. Additionally, the project would not have a significant impact on police response times, because the project site is within the Police's existing service area. Therefore, project impacts concerning police protection services would be less than significant and no mitigation is required. Additionally, the project does not propose, and would not create a need for, new/physically altered police protection facilities; thus, less than significant environmental impacts would occur in this regard.

iii) Schools?

Less Than Significant Impact. The following schools are in the local vicinity of the project site; Sierra High School approximately 0.9 mile to the northeast, Veritas School approximately 1.1 miles east, Sequoia Elementary School approximately 1.5 miles northeast, and Brock Elliot Elementary approximately 0.7 miles northeast. The nominal population growth due to the proposed project would not cause any significant increase of demand on the above listed schools in the area. According to Government Code Section 65996, the payment of development fees authorized by SB 50 are deemed to be full and complete school facilities mitigation. The project does not include any residential development, and would not generate new students for local schools. As such, impacts are anticipated to be less than significant impact.

iv) Parks?

Less Than Significant Impact. Parks in the local vicinity to the project site include Bella Vista Park approximately 0.4 miles, Dutra Estates Park approximately 0.8 miles, Dutra Southeast Park approximately 0.2 miles, and Manteca Watershed by Costco located on the other side of SR 120 approximately 0.4 miles. Due to the project proposed uses, it is not anticipated that the project would create additional need for recreational facilities. The project overall would only result in nominal population growth. Although the project would bring new residents to the general area, the use of surrounding parks and other facilities has been accounted for in the General Plan. The proposed mixed-use development would not significantly increase the demand of such services and a less than significant impact would occur.

v) Other public facilities?

Less Than Significant Impact. Other public facilities in the area such as health care, production, commercial, retail, residential, etc. would not be adversely impacted because the proposed Project is consistent with the City of Manteca and is consistent with City Zoning Maps. Therefore, impacts would be less than significant.

Cumulative Impacts

The project is consistent with current General Plan and Zoning designations, the project would not result in substantial incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable projects. The project alone would not result in cumulatively considerable impacts to public services or facilities.

5.16 RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION.				
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**	

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?

Less Than Significant Impact. The closest existing neighborhood park is Dutra Southeast Park at 1850 Sparrowhawk St, Manteca, located in a residential community, approximately 0.2 miles southeast of the project site. Due to the nature of commercial uses proposed on the project, it is not likely to generate an increase in population that would use existing recreational facilities in the area. The proposed commercial uses on the project site include general retail, restaurants, a convenience store and gas station, a hotel, and a car dealership . The commercial uses typically do not lead to an increase in use of the recreational facilities, such that substantial physical deterioration of recreational facilities would occur or be accelerated. Therefore, the project would have a less than significant impact.

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?

Less Than Significant Impact. The project would not include recreational facilities or require the construction or expansion of recreational facilities that would have an adverse physical effect on the environment. Therefore, the project would have a less than significant impact.

Cumulative Impacts

Development of the proposed does not impact any existing recreation facilities and would not create a substantial population increase to impact existing recreational facilities. Additionally, the project does not include the construction of recreational facilities. Therefore, no cumulative impacts on recreational facilities would occur.

5.17 TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION. Would the project:				
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**	

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant With Mitigation Incorporated. Airport Way is a two-lane arterial road that passes through residential and agricultural uses. It is planned to be a four-lane facility. West Atherton Drive is a four-lane collector road located south of SR 120 and oriented in a west to east direction. There is a class I bike path parallel to West Atherton Drive. The roadway has sidewalks on both sides of West Atherton Drive. Currently, the only marked crosswalks are available in the vicinity of the project are located at the intersection of Airport Way and West Atherton Drive. Manteca Transit Route 4 loop service runs along Airport Way from West Woodward Avenue connecting Manteca Transit Center on Main Street. The closest bus stop is located near the intersection of Airport Way and Peregrine Street within a quarter-mile of the project site. The project proposes four driveways along West Atherton Drive and one driveway on Airport Way. The proposed site would utilize the existing sidewalk facility available on West Atherton Drive and Airport Way and also provide pedestrian walkways to access the stores and parking spots.

A Traffic Impact Study was conducted and summarized in Appendix B, a technical memorandum prepared by TJKM in July, 2023 and updated on February 2024. The study provides an overview on trip generation, site access, circulation, and potential impacts on nearby intersections. The report focuses on three study intersections: 1) the intersection at West Atherton Drive and Airport Way and 2) the intersection at West Atherton Drive and Sage Sparrow Avenue 3) the intersection at

West Atherton Drive and Sparrowhawk Street. The study focused on multiple scenarios in the AM and PM peak hours to determine the potential project impacts associated with traffic:

- Existing 2023 Conditions
- Existing 2023 Conditions plus Project Conditions
- Cumulative 2040 Conditions
- Cumulative 2040 plus Project Conditions

Analysis of environmental impacts at the study intersections were based on the concept of Level of Service (LOS). LOS is measured on a scale from A to F, with A representing the best traffic conditions and F the worst. The City of Manteca's General Plan establishes an LOS Standard that will guide street improvements in the City while meeting the City's goals of developing an efficient circulation system that promotes travel via other modes. The General Plan requires a vehicular LOS of D or better at all streets and intersections, except in the Downtown area where right-of-way is limited, pedestrian, bicycle, and transit mobility are most important and vehicular LOS is not a consideration; see *Table 21: Existing 2023 plus Project Conditions—Intersection Level of Service Analysis Results* (City of Manteca, 2013; Appendix B).

To understand the potential impacts to LOS, project trip generation was analyzed in the study. Project trip generation can be distilled to two categories: internal trips and pass-by trips. Internal trips consist of the total person trips generated by a site that are made entirely within the site while pass-by trips are defined as trips made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion (Appendix B).

Without reductions applied, the proposed development would generate an estimated 14,980 trips during a typical weekday, with 1,024 trips occurring during the AM commuter peak hour and 1,119 trips occurring during the commuter PM peak hour. When considering reductions, the proposed development is anticipated to generate an estimated 6,477 net new trips during a typical weekday, with 512 net new trips occurring during the AM commuter peak hour and 425 net new trips occurring during the commuter PM peak hour; this is illustrated in Table 5 of the study (Appendix B).

Regarding the existing conditions, the study concluded that all but one of the study intersections operate at LOS D or better during both the AM and PM peak hours. The intersection of West Atherton Drive and Airport Way operates at a LOS E in the p.m. peak hour. Cumulatively, all study intersections would operate at LOS D or better during both peak hours. The scenario assumes that the intersection of West Atherton Drive at Airport Way is signalized as a mitigation measure to a planned development directly northwest of the intersection, and that Airport Way is widened to four lanes from the current two lanes.

Regarding the existing conditions plus implementation of the proposed project, all but two of the study intersections operate at LOS D or better during both the AM and PM peak hours. Specifically, the intersection of West Atherton Drive at Airport Way would operate at LOS F during both peak

hours while the intersection of Sage Sparrow Avenue at West Atherton Drive operates at LOS F in only the AM peak hour. Cumulatively with the proposed project implemented, all but the previously mentioned study intersections would operate at LOS D or better for both AM and PM peak hours.

Table 21: Existing 2023 plus Project Conditions—Intersection Level of Service Analysis Results

No.	Intersection	Control Type[1]	Peak Hour[2]	Existing 2023 Conditions		Existing 2023 plus Project Conditions			Signal Warrants Satisfied
				Delay[3] (sec/veh)	LOS[4]	Delay[3] (sec/veh)	LOS[4]	Change in Delay (sec)	
1	W. Atherton Dr. & Airport Way	AWSC	a.m.	32.6	D	80.1	F	47.5	Yes
			p.m.	44.3	E	55.9	F	11.6	Yes
2	Sage Sparrow Ave. & W. Atherton Dr.	TWSC	a.m.	12.3	B (NB)	285.5	F (NB)	273.2	Yes
			p.m.	10.2	B (NB)	23.1	C (NB)	12.9	No
3	Sparrowhawk St. & W. Atherton Dr.	TWSC	a.m.	13.1	B (NB)	22.6	C (NB)	9.5	No
			p.m.	10.4	B (NB)	12.8	B (NB)	2.4	No
4	Airport Way & Airport Dwy.	OWSC	a.m.	-	-	21.6	C (WB)	-	-
			p.m.	-	-	17.4	C (WB)	-	-
5	W. Atherton Dr. & W. Atherton Dwy. West	OWSC	a.m.	-	-	10.5	B (SB)	-	-
			p.m.	-	-	9.8	A (SB)	-	-
6	W. Atherton Dr. & W. Atherton Dwy. Central	OWSC	a.m.	-	-	0.0	A (SB)	-	-
			p.m.	-	-	0.0	A (SB)	-	-
7	W. Atherton Dr. & W. Atherton Dwy. East	OWSC	a.m.	-	-	8.9	A (SB)	-	-
			p.m.	-	-	8.7	A (SB)	-	-

Source: Appendix B

Notes: (1) Signal = Signalized; AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control; OWSC = One-Way Stop Control; DNE = Does Not Exist (2) a.m. = a.m. Peak Hour; p.m. = p.m. Peak Hour (3) Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements. For one- and two-way stop-controlled intersections, the delay represents the worse average control delay for a given approach. (4) LOS = Level of Service

During construction, the predominant vehicle route (for haul trucks) would follow Airport Way from SR 120 and would then turn east onto West Atherton Drive. The presence of large and slow-

moving vehicles and construction equipment on streets in the vicinity of the project site may result in potential hazards to motorists. Additionally, project construction activities may result in temporary lane closures along Airport Way and West Atherton Drive. However, the construction phase would be temporary not resulting in long-term construction traffic.

Accordingly, mitigation is proposed requiring the project applicant to implement a Construction Traffic Control Plan during construction activities to minimize impacts on surrounding roadways and nearby parking areas, as provided under Mitigation Measure MM TRANS-1. Additionally, MM TRANS-2 would be implemented and consists of making minor changes at the West Atherton Drive and Airport Way, Sage Sparrow Avenue and West Atherton Drive, and Sparrowhawk Street and West Atherton Drive intersections that could improve LOS. With implementation of MM TRANS-1 and MM TRANS-2, potential impacts are considered less than significant.

Mitigation Measures

MM TRANS-1: Prior to issuance of grading permits, the applicant shall submit a Construction Traffic Control Plan to the City of Manteca for review and approval. The plan shall identify the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network. The plan shall encourage the use of SR 120, Airport Way, and West Atherton Drive wherever practical. Anticipated temporary road closures should be identified, along with safety measures and detours. If necessary, construction equipment and materials deliveries shall be limited to off-peak hours to avoid conflicts with local traffic circulation. The plan shall also identify suitable locations for construction worker parking.

MM TRANS-2: For the intersection at West Atherton Drive and Airport Way, the following improvements would reduce potential impacts to LOS to that intersection and cumulatively:

- Signalize the intersection (if not already completed);
- Widen the westbound approach to include one left turn lane, two through lanes, and one right turn only lane with a permitted-overlap phase with the southbound left movement;
- Restripe the dedicated northbound right-turn lane to a through-right lane;
-
- Adjust signal timing to optimize green times for each movement.

For the intersection at Sage Sparrow Avenue and West Atherton Drive, the following improvements would reduce potential impacts to LOS to that intersection and cumulatively:

- Restripe the northbound approach to include a right-turn only lane;
- Install raised medians and channelizing island;
- Provide an eastbound left-turn lane into the project driveway
- Provide an eastbound acceleration lane for left-turns out of the project driveway.

For the intersection at Sparrowhawk Street and West Atherton Drive, the following improvements would reduce potential impacts to LOS to that intersection and cumulatively:

- Signalize the intersection;
- Protect eastbound left and westbound left-turn movements;
- Adjust signal timing to optimize green times for each movement.

For the intersection at Airport Way and the project driveway, the following improvements would reduce potential impact to LOS to that intersection and cumulatively:

- Widen Airport Way to two lanes in each direction (related to Airport Way and West Atherton Drive improvements).

For the intersection at the project driveway and West Atherton Drive between Sage Sparrow Avenue and Sparrow Hawk Street, the following improvements would reduce potential impact to LOS to that intersection and cumulatively:

- Widen W. Atherton Drive (related to Airport Way and West Atherton Drive improvements).

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3 states that "vehicle miles traveled" (VMT) is the preferred metric evaluating transportation impacts, rather than LOS. VMT measures the total miles traveled by vehicles generated by a project. While LOS focuses on motor vehicle traffic, VMT accounts for the total environmental impact of a project on transportation, including use of travel modes such as buses or bicycles. Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric.

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is

inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address. While the use of VMT to determine significant transportation, impacts has only been considered recently, it is by no means a new performance metric and has long been used as a basis for transportation system evaluations and as an important metric for evaluating the performance of Travel Demand Models.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

Retail Less *than* 50,000 Square Feet

The OPR Advisory specifically addresses some of the key issues surrounding how a local-serving retail store should be evaluated in terms of its VMT impact. As described, the threshold for significance for retail uses is "a net increase." This means that if a proposed retail use results in additional VMT, it would result in a finding of significance.

Local-serving retail primarily serves pre-existing needs (i.e., it does not generate new trips because it meets existing demand). Therefore, local-serving retail uses can be presumed to reduce trip

lengths when a new score is proposed. Essentially, the assumption is that someone who already travels to a similar store will travel to a newly constructed local-serving store because of its closer proximity. The proposed retail store would not be fulfilling an unmet need and would not be generating new trips. As a result, trips on the roadway network become shorter. Conversely, residential and office land uses often drive new trips, given that they introduce new participants to the transportation system.

The OPR Advisory provides for a general threshold of 50,000 square feet per establishment as an indicator as to whether a retail store can be considered local-serving or not. As the restaurant, general retail, and gas station/convenience store combination land uses of the proposed project are all under 50,000 square feet per establishment, the VMT related impacts from these land uses would be less than significant.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* provides for a general threshold of 50,000 square feet per establishment as an indicator as to whether a retail store can be considered local-serving or not. Specifically, this project would not consist of any individual retail stores that would be over 50,000 square feet. The proposed project would include three separate buildings for major retail stores that would range from 23,000 square feet to 10,000 square feet, two separate buildings for smaller retail stores, or shops, that range from 8,000 square feet to 6,000 square feet, four separate buildings for restaurants, or pads, that range from 5,500 square feet to 2,800 square feet, a convenience store that would be 2,500 square feet, and a building for a car dealership that would be 30,942 square feet.

Hotel

Similar to retail land uses, typical hotels such as that proposed by the project most often serve pre-existing needs when their client base is staying at the hotel not because of the amenities, but because of the area surrounding the hotel. Alternatively, destination hotels do not serve pre-existing needs as they offer special amenities that are not offered elsewhere, and guests typically spend the majority of their time on the destination hotel property. The Great Wolf Lodge Manteca, which is connected to the Great Wolf Lodge Water Park, is an example of a destination hotel.

The hotel component of the proposed project would be a typical hotel and it is likely that guests are choosing the hotel because they are traveling to Manteca for a variety of reasons, such as business in the area, visiting family and friends, attending baseball tournaments at Big League Dreams Manteca, or visiting Great Wolf Lodge Water Park.

The development of a new typical hotel near a cluster of existing hotels located near a local destination or attraction can be presumed to reduce trip lengths. Essentially, a trip to a hotel is expected to occur due to someone planning to travel to Manteca, or the immediate area, but the proximity of the hotel to the surrounding attractions would drive the length of that trip and the resultant impact to the overall transportation system. Most often this means that the impact to the transportation system would be negligible or reduced by the introduction of a new hotel to an area where people are already traveling to and planning on staying in unless the hotel significantly

affects the local supply of rooms or introduces a significant new attraction. As the demonstrated by the Initial Study / Mitigated Negative Declaration of the nearby The Crossings development, the proposed hotel would be in regional proximity to other existing hotels. As such, the proposed hotel would not significantly affect the local supply of rooms, and thus would have less than significant impacts on VMT related impacts.

Automobile Dealership

The proposed automobile dealership would accommodate an existing automobile dealership in Manteca that is seeking to move to a new location. The proposed automobile dealership would constitute as an infill development since it is not adding a new dealership to Manteca. Since this development is not building a completely new dealership, but instead merely moving a dealership to another location, the result would be no net increase in VMT. Thus, the proposed automobile dealership would not result in a net increase in VMT and would result in VMT-related impacts that are less than significant.

Therefore, all components of the proposed project would result in shorter trips and therefore lower VMT. The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Within the project site the proposed drive aisles would be of adequate size to provide sufficient space to accommodate standard auto traffic and, where needed, delivery vehicles. The hotel driveway aisles would accommodate two cars driven parallel to each other. Adequate space would be provided behind the major store for loading trucks to access the facility. The loading trucks for the major store would use the final driveway before the proposed hotel for entry. Since the trucks are expected to arrive/depart at off-peak hours, it won't impact the pedestrians accessing the major store. Three restaurants/coffee shops with drive-through windows would have enough space to queue outside the facility. The planned coffee shop is designed with double lane storage to accommodate a higher volume of queuing. The proposed project is not anticipated to increase hazards due to geometric design or incompatible use and impacts would be less than significant.

d) Result in inadequate emergency access?

Less Than Significant Impact. Emergency vehicle access would be maintained at all times throughout construction activities, in accordance with the City's routine/standard construction specifications. Further, construction activities would not impede emergency access to any local roadways or surrounding properties. All driveways and internal site access roads would be constructed to accommodate all emergency vehicles and personnel. Further emergency access discussion is located within Section 5.9, Hazards. Project impacts regarding emergency access would be less than significant.

Cumulative Impacts

The project would improve LOS at two intersections with the construction of signals and reduce VMT by shortening trips. Therefore, the proposed project would not result in incremental effects to transportation that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Potential impacts are not cumulatively considerable and less than significant.

5.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRIBAL CULTURAL RESOURCES. Would the project:				
a) 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:				
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		**X**		

a) 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:

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)?

And,

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant With Mitigation Incorporated. A Cultural Resources Study for the project site was conducted by Rincon Consultants, Inc. in September 2023. As previously mentioned, there were no historical resources found on-site, this is substantiated through a CHRIS records search, background research, review of historical topographic and aerial imagery, a Sacred Land File Search (through the Native American Heritage Commission (NAHC)), and a pedestrian survey. However, the absence of substantial surface prehistoric or historic-period archeological remains within the project vicinity and the existing level of disturbance does not preclude the possibility of subsurface resources. Though the circumstances would present a low possibility, with the implementation of mitigation measures MM CUL-1 and MM CUL-2, impacts are considered less than significant.

The City has notified California Native American tribes of the proposed project and an invitation to consult with the City as provided under Assembly Bill 52. The notifications were distributed based on a list provided by the NAHC of tribes who may have knowledge of cultural resources in the project area. Representatives from the following tribes were contacted:

- Buena Vista Rancheria of Me-Wuk Indians
- California Valley Miwok Tribe
- Confederated Villages of Lisjan Nation
- Ione Band of Miwok Indians
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Tule River Indian Tribe
- Wilton Rancheria
- Wuksachi Indian Tribe/Eshom Valley Band

These notification letters were distributed to identified Native American Tribes on **February 28, 2024**, with no response at the time of this publication. These letters are on file at the City of Manteca Community Development Department.

Impacts on tribal cultural resources are considered less than significant with the implementation of mitigation.

Cumulative Impacts

The combination of the proposed project as well as past, present, and reasonably foreseeable projects in the local area would be required to comply with all applicable State, federal, and County and local regulations concerning preservation, salvage, or handling of cultural and paleontological resources, including compliance with required mitigation. Similar to the proposed project, these projects also would be required to implement and conform to mitigation measures, which would be likely to reduce impacts to less than significant. Although in the process of development, some known or unknown resources may be lost, it is not anticipated that these impacts would be cumulatively considerable. In addition,

implementation of Mitigation Measures **MM CUL-1** and **MM CUL-2**, would reduce project-specific impacts to a less than significant level. Therefore, the project's contribution to cumulative impacts would be less than significant.

5.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment 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 project's projected demand in addition to the provider's 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**	

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

And,

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 project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The proposed project would connect to the City's existing water and sanitary sewer system. As part of this connection, the proposed project would not be required to increase the size of existing water and sanitary sewer lines in order to serve the proposed project. The proposed project would be consistent with planned growth in the General Plan, in that it would be consistent with the type of development planned for this area in the General Plan. The City has sufficient capacity in its domestic water and sanitary sewer systems to accommodate development within the proposed project. Thus, the project would not require the extension of sewer mains, water lines, storm water drainage lines, or natural gas pipelines to the project site, as these lines are already available in West Atherton Drive. Only connecting lines from the project site to these existing facilities would be required. Electrical and telecommunication lines are available in the project vicinity and can be extended to the project site as necessary. The project does not propose the relocation of any existing utility lines or facilities. Project impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. In 2016, the City adopted the City of Manteca 2015 UWMP, as required by the Urban Water Management Planning Act of 1983. The UWMP serves as a long-term planning document for sustainable water supply, and includes a description of water sources, historical and projected water use, and a comparison of water supply and demand during normal and dry years. The UWMP has identified regional water demand in normal, single dry, and multiple dry years in five-year increments. Water demand projections were based on buildout of the City's General Plan. The UWMP indicates that the City would have up to approximately 30,680 acre-feet per year (AFY) for 2025 and 30,990 AFY for 2030 in a normal year (City of Manteca, 2016). *Table 22* and *Table 23* show the projected water supply and demand totals during a normal year and during a single dry year, respectively. *Table 24* shows the projected supply and demand totals under multiple dry year conditions for the first, second, and third years.

Table 22: Water Supply and Demand – Normal Year (AFY)

	2020	2025	2030	2035	2040
Supply Totals	23,100	30,680	30,990	31,390	31,250
Demand Totals	20,410	23,320	25,060	28,270	31,290
Difference	2,690	7,360	5,930	3,120	(-)40

NOTES:
(-) indicates a negative value
SOURCE: City of Manteca 2015 Urban Water Management Plan, July 2016

Table 23: Water Supply and Demand – Single Dry Year (AFY)

	2020	2025	2030	2035	2040
Supply Totals	20,220	26,050	26,360	26,760	26,620
Demand Totals	20,410	23,320	25,060	28,270	31,290
Difference	(-)190	2,730	1,300	(-)1,510	(-)4,670

NOTES:
(-) indicates a negative value
SOURCE: City of Manteca 2015 Urban Water Management Plan, July 2016

Table 24: Water Supply and Demand – Multiple Dry Years (AFY)

		2020	2025	2030	2035	2040
1st Year	Supply Totals	21,580	28,230	28,540	28,940	28,800
	Demand Totals	20,410	23,320	25,060	28,270	31,290
	Difference	1,170	4,910	3,480	670	(-)2,590
2nd Year	Supply Totals	21,850	28,670	28,980	29,380	29,240
	Demand Totals	20,410	23,320	25,060	28,270	31,290
	Difference	1,440	5,350	3,920	1,110	(-)2,050
3rd Year	Supply Totals	21,280	27,760	28,070	28,470	28,330
	Demand Totals	20,410	23,320	25,060	28,270	31,290
	Difference	870	4,440	3,010	200	(-)2,960

NOTES:
(-) indicates a negative value
SOURCE: City of Manteca 2015 Urban Water Management Plan, July 2016

Based on the above, the City of Manteca anticipates a water supply shortage by 2040 in multiple-dry years. However, as described in the UWMP, three water supply options were identified to address future water supply shortfalls:

1. Reclaimed water: The City can develop their recycled water infrastructure to offset the groundwater used for park irrigation with reclaimed water. The quantity of groundwater replaced by recycled water can then be used for potable municipal uses, while staying within the sustainable yield constraints of 1 AFY/Ac.

2. Additional untreated surface water: As the City annexes areas, the raw water that irrigated the annexed lands could either be treated for potable municipal uses or used to offset the potable water used for irrigation.

3. Additional treated surface water: The City could negotiate and obtain additional potable water supply from the South County Water Supply Program.

Inclusion of the above water supply options as well as implementation of the City's Water Shortage Contingency Plan would ensure that adequate water supplies are available to serve buildout of the General Plan. Therefore, projected water supplies would be sufficient to satisfy water demands associated with the proposed project while still meeting the current and projected water demands of existing customers within the service area. Impacts would be less than significant.

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?

And,

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The City of Manteca Solid Waste Division (SWD) provides solid waste hauling service for the City of Manteca and would serve the proposed project. The nearest landfill to the project site is approximately 6.8 miles to the northeast of the project site. Solid waste is collected by the City and deposited at the Forward Landfill. Recyclables are taken to a mini transfer station adjacent to the Forward Landfill where they are subsequently put into transfer trucks and hauled to Sacramento Recycling in Sacramento. According to Cal Recycle, the Forward Landfill has a closure date of 2053 and is currently operating at 50% capacity. The proposed project would be consistent with planned growth in the Manteca 2023 General Plan, in that it would be consistent with the type of development planned for this area in the Manteca 2023 General Plan. Therefore, the proposed project's waste generation has already been addressed in the Manteca 2023 General Plan EIR. Therefore, the capacity identified in the Manteca 2023 General Plan EIR, is more than sufficient to serve the proposed project. Because the Forward Landfill has adequate capacity for the construction and operation of the proposed project would have a less than significant impact.

The proposed project would not interfere with regulations related to solid waste or generate waste in excess of the capacity of local infrastructure. The proposed project would have a less than significant impact in this regard.

Cumulative Impacts

Utilities are generally provided or delivered on a local level but often originate from sources outside of the City as part of a regional distribution system. Similar to the project, other projects within the City would be required to adhere to the Standard Conditions of Approval related to water efficiency, utilities services and plans, and drainage. As shown above a cumulative analysis of water supply and demand was identified for multiple water years. With the inclusion of the additional water supply options and the City's Water Shortage Contingency Plan. Therefore, implementation of the project would not result in a cumulatively considerable contribution to impacts on water supply and wastewater, stormwater, or solid waste generation.

The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. The proposed project would not result in incremental impacts to utilities or service systems, that taken in sum with past, present, and reasonably foreseeable projects, would not result in significant cumulative utility impacts.

5.20 WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE. 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**	
b) 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**	

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project site is not located in or near a LRA or SRA, nor is the site designated as a VHFHSZ. Additionally, the project would comply with all local regulations related to emergency access/evacuation. As such, a less than significant impact would occur in this regard.

b) 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?

Less Than Significant Impact. The site is not on a relatively steep slope. Furthermore, the project site is not designated as a VHFHSZ. Therefore, a less than significant impact would occur.

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?

Less Than Significant Impact. The project includes standard infrastructure, including roadways, utilities, and fire suppression systems. All of this infrastructure is designed to reduce the risk of fire. Following compliance with the established local and state regulatory framework discussed above, the project would not expose people or structures to a significant risk involving wildland fires and impacts would be less than significant in this regard.

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?

Less Than Significant Impact. The project site is not in a VHFHSZ nor located near steep slopes or hillsides. The project would implement efficient landscape maintenance practices and design measures to decrease the release of stormwater running off the site; therefore, the proposed project site would not expose people to downstream flooding or landslides as a result of runoff. Impacts would be less than significant.

Cumulative Impacts

The proposed project area is not subject to natural wildfire areas. The project is not in or near a LRA or SRA, nor is the site designated as a VHFHSZ. The project would not impair any emergency plans. The project will require standard infrastructure following compliance with the established local and state regulatory framework to reduce the risk of fire. Lastly, the project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Consequently, project implementation would not create a significant cumulative impact that would exacerbate wildfires. Impacts would be less than significant.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) 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**	

a) 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?

Less Than Significant With Mitigation Incorporated. This Initial Study includes an analysis of the project impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, energy, 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, tribal cultural resources, 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. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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)?

Less Than Significant Impact. Per the criteria for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections 1 through 21 of this checklist. In addition to project specific impacts, this evaluation considered the project's potential for incremental effects that are cumulatively considerable. As a result of this initial study, no cumulative effects associated with the proposed project have been identified. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. Potential adverse project effects on human beings were discussed in Section 5.3, Air Quality; Section 5.7, Geology and Soils (seismic hazards); Section 5.9, Hazards and Hazardous Materials; Section 5.10, Hydrology and Water Quality (flooding); Section 5.17, Transportation (traffic hazards); and Section 5.20, Wildfire. For most aspects of these issues, no potential adverse effects on human beings were identified. Potential adverse effects that were identified would be reduced to levels considered less than significant through compliance with applicable laws, regulations, and City ordinances and standards, along with mitigation measures where necessary. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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APPENDIX A

AIR QUALITY MODELING DATA

APPENDIX B

TRAFFIC IMPACT STUDY

APPENDIX C

HEALTH RISK ASSESSMENT (HRA) MODELING DATA

APPENDIX D

CULTURAL RESOURCES TECHNICAL REPORT

APPENDIX E

ENERGY CALCULATIONS MODELING DATA

APPENDIX F

NOISE MEASUREMENT FIELD DATA