

Initial Study/Proposed Mitigated Negative Declaration
Atherton Drive Extension from
Airport Way to Union Road

Lead Agency:
City of Manteca
Community Development Department,
Planning Division
1001 West Center Street
Manteca, CA 95337

November 29, 2012

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study/proposed Mitigated Negative Declaration (IS/MND) for the proposed Atherton Drive Extension that completes Atherton Drive between Airport Way to Union Road (project) in Manteca, California. This document has been prepared by the City of Manteca to evaluate the potential environmental effects of the proposed project. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.).

1.2 LEAD AGENCY

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the proposed project. The City of Manteca is the lead agency for the proposed project.

1.3 DOCUMENT PURPOSE AND ORGANIZATION

The purpose of this document is to evaluate the potential environmental effects of the proposed project. Mitigation measures have been incorporated to avoid, reduce, or eliminate any potentially significant project-related impacts, and have been agreed to by the City of Manteca.

This document is organized as follows:

Chapter 1: Introduction describes the purpose and organization of this document.

Chapter 2: Project Description describes the purpose of and need for the proposed project, identifies the project objectives, and provides a detailed description of the proposed project.

Chapter 3: Environmental Setting, Impacts, and Mitigation Measures, organized by environmental issue, describes the environmental setting (where appropriate) and evaluates the environmental impacts that may result from construction and operation of the project. Impacts are listed as “no impact,” “less-than-significant impact,” “less-than-significant impact with mitigation incorporated,” or “potentially significant impact.” A “potentially significant impact,” as defined herein, is an environmental effect for which mitigation would not clearly reduce the impact to a less-than-significant level; in which case an EIR would be required. Mitigation measures are incorporated, where appropriate, to mitigate all significant impacts to less-than-significant levels. This project would not result in any potentially significant impacts that cannot be clearly mitigated.

1.4 SUMMARY OF FINDINGS/RATIONALE FOR PREPARATION OF MITIGATED NEGATIVE DECLARATION

Chapter 3 of this document contains the environmental setting, impacts, and mitigation measures. Based on the environmental resources evaluated in that chapter and the supporting environmental analysis provided in this document, implementation of the proposed project would result in no impacts or less-than-significant impacts to the following environmental issue areas:

- Aesthetics
- Agricultural Resources
- Greenhouse Gas Emissions
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

Implementation of the proposed project would result in less-than-significant impacts following implementation of mitigation for the following environmental issue areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Mandatory Findings of Significance

In accordance with State CEQA Guidelines Section 15064(f)(2), an MND shall be prepared if “the lead agency determines 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” after the implementation of mitigation measures. The mitigation measures identified in this IS/proposed MND have been incorporated into the project description. There is no substantial evidence that the proposed project, as mitigated, may have a significant effect on the environment, based on the available project information and the environmental analysis presented in this document. Therefore, an IS/proposed MND has been prepared in accordance with the State CEQA Guidelines.

1.5 PUBLIC REVIEW AND COMMENT

This IS/proposed MND is available for a 20-day public review period beginning November 29, 2012 and ending December 18, 2012. Written comments must be postmarked by December 18, 2012 and should be addressed to:

Mark Meissner
 Planning Manager
 City of Manteca Community Development Department
 1001 West Center Street
 Manteca, CA 95337
 Phone (209) 456-8511

This IS/proposed MND is available for public review at the City of Manteca Community Development Department offices at 1001 West Center Street, Manteca, California.

2 PROJECT DESCRIPTION

2.1 INTRODUCTION

The City of Manteca proposes to construct an extension of Atherton Drive between Airport Way on the west and Union Road on the east. The roadway extension will serve future development anticipated in the southern portion of the city of Manteca, as envisioned in the *City of Manteca General Plan 2023* (General Plan). Land uses within the project area include developed and future single-family residential, and developed, entitled, and future general commercial land uses. Construction activities associated with extending Atherton Drive involve areas within approximately 55 to 70 feet of the roadway centerlines (see Exhibit 2-3 a&b) including excavation of a drainage basin. Construction activities could disturb a total area covering approximately 10.47 acres of roadway and would involve grading, laying of pavement, and construction of approximately 6.34-acres of storm retention basin.

2.2 PROJECT LOCATION

The project site is generally located in the southwest portion of the city between SR 99 and Interstate 5. More specifically, the project proposes to develop approximately 4,300-feet of arterial roadway just south of SR 120 to close the gap in Atherton Drive between Union Road on the east and Airport Way on the west (see Exhibit 2-1). Primary access to the project area is from, Union Road and Airport Way via the existing 1,300 foot section of Atherton Drive. The existing land use of the of the project area is undeveloped agricultural land designated in the City’s General Plan for the development of general commercial uses, medium and low density residential housing (see Exhibit 2-2).

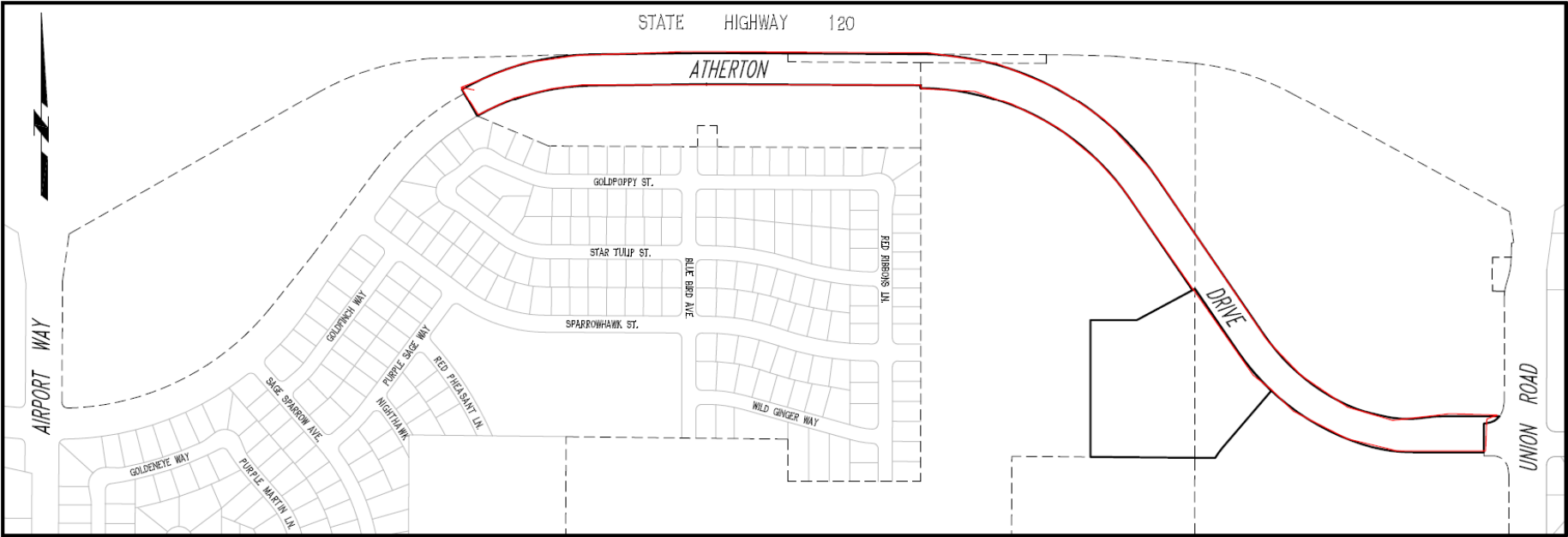
The project includes the following parcels: 1450 S. Airport Way, APN: 226-120-61; 1460 S. Airport Way, APN: 226-160-19; 1633 W. Woodward Av., APN: 226-160-07; 1529 S. Union Rd., APN: 226-160-05.

An existing single family neighborhood is approximately 200-feet south of the proposed project boundary (Dutra Farms Southeast). The undeveloped 45-acres of land adjacent to Union Road (1529 S. Union Rd., APN: 226-160-05) was entitled by the City of Manteca for the development of a shopping center (Union Crossing). The easternmost 1,400 feet of the Atherton Drive extension project beginning at Union Road bisects the proposed Union Crossing shopping center. This section of roadway was reviewed as part of the certified Environmental Impact Report for the Union Crossing shopping center (SCH No. 2008092083). Continuing westward, the next 1,300 feet of the Atherton Drive extension project crosses the undeveloped 75-acres of land (1633 W. Woodward Av., APN: 226-160-07) which was reviewed environmentally by the City of Manteca for the development of a single and medium density residential subdivision (Sundance Estates (Single Family) and Sundance 2 (Medium Density)). This section of roadway was reviewed as part of the certified Environmental Impact Report for the Oleander, Sundance, and Sundance 2 projects (SCH No. 2005122079).

2.3 BACKGROUND AND NEED FOR THE PROPOSED PROJECT

The purpose of the project is to construct the necessary transportation improvements that support urban development in the project area as envisioned in the City's General Plan Circulation Element. The City of Manteca has identified that the existing roadway system in the project area would not sufficiently accommodate future traffic generation of approved and future development of the area. The proposed transportation improvements are needed to allow for the orderly, efficient, and safe flow of traffic through the project area.

Project Vicinity Exhibit 2-1



VICINITY MAP

NOT TO SCALE

2.4 PROJECT OBJECTIVES

The proposed project is intended to achieve the following primary objectives:

- Facilitate the development of approved projects in southern Manteca;
- Accommodate increased traffic generated by future urban development in the project area;
- Initiate roadway improvements identified in the General Plan Circulation Element.

2.5 DESCRIPTION OF PROPOSED ROADWAY IMPROVEMENTS

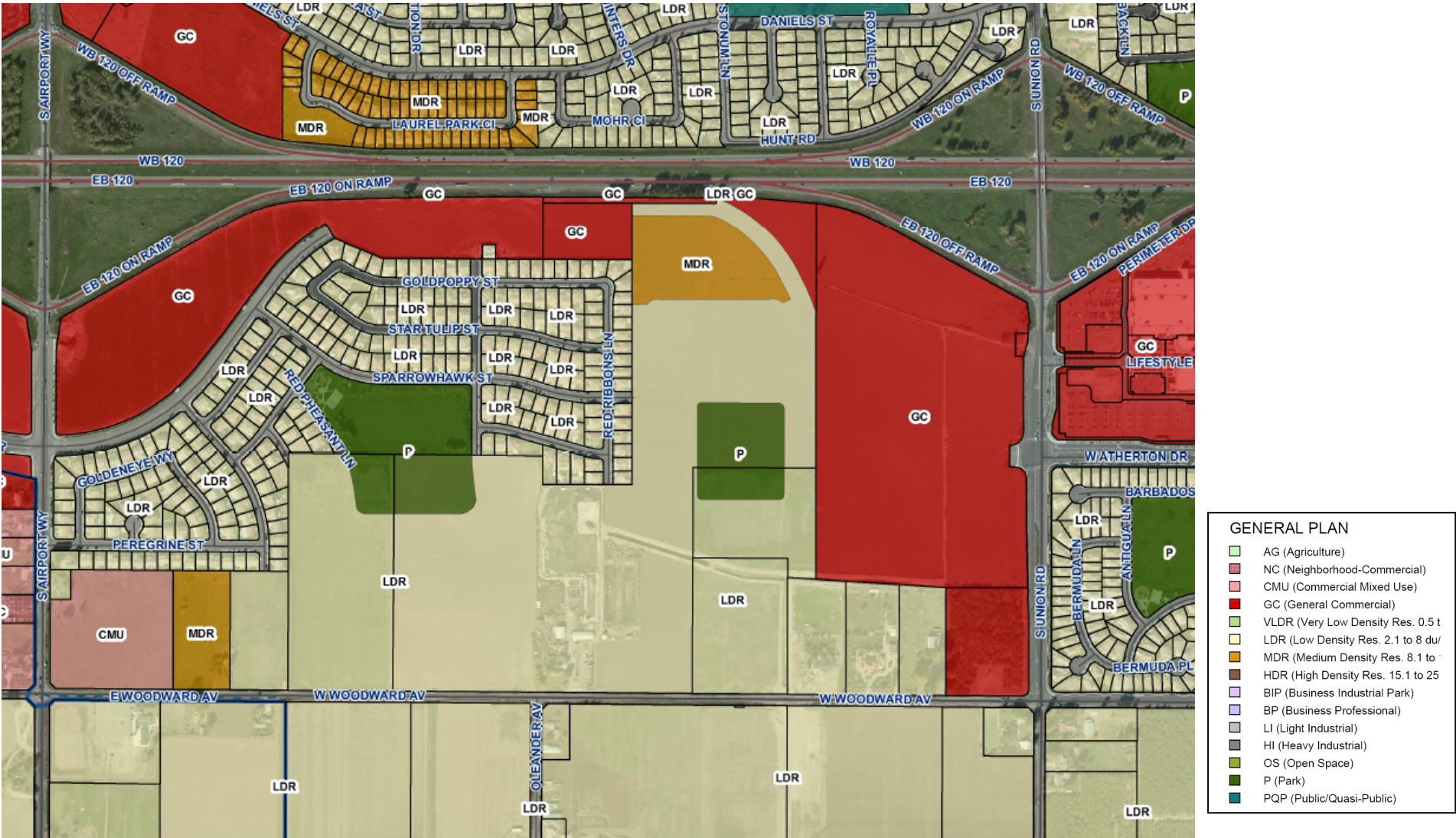
As discussed above, the City proposes to construct roadway improvements to support future urban development envisioned in the General Plan Circulation Element. Transportation improvements include approximately 4,300 feet of Atherton Drive to provide a four-lane arterial roadway between Union Road and Airport Way. Storm drainage for the roadway requires construction of approximately 6.34-acre of storm retention basin.

2.5.1 ATHERTON DRIVE EXTENSION

Atherton Drive within the project area currently consists of an approximately 1,300-foot section of roadway connecting to Airport Way that was constructed with the Dutra Farms Southeast single family residential subdivision around the year 2000 (see Exhibit 2-2).

The Atherton Drive extension project includes the construction of approximately 4,300 feet of new roadway to provide two travel lanes in each direction (four travel lanes total), a tree lined 12-foot wide median, required utilities, streetlights, a 7.5-foot sidewalk on the south side of the roadway, a class one 12-foot wide meandering bike path on the north side of the roadway, and a storm water retention basin. The total width of right of way to accommodate the roadway improvements will vary between 110 and 140 feet, with the widest portion located at the intersection with Union Road. The proposed improvements cover approximately 456,073 square feet (4,300 feet of new roadway) or approximately 10.47-acres of land area plus the 276,170 square feet (6.34 acres) of storm retention basin. A raised median will be constructed at various locations and lengths along the entire Atherton Drive extension, with widths varying between 2 and 12 feet (see Exhibits 2-3 a&b)..

Project Site Map Exhibit 2-2



FUTURE COMMERCIAL DEVELOPMENT / HIGHWAY 120

FUTURE COMMERCIAL DEVELOPMENT

110'

68'

42'

36'

32'

14' LANE

12' LANE

12' TURN LANE

12' LANE

14' LANE

5' MIN.

5' MIN.

12' MEANDERING CLASS I BIKE PATH

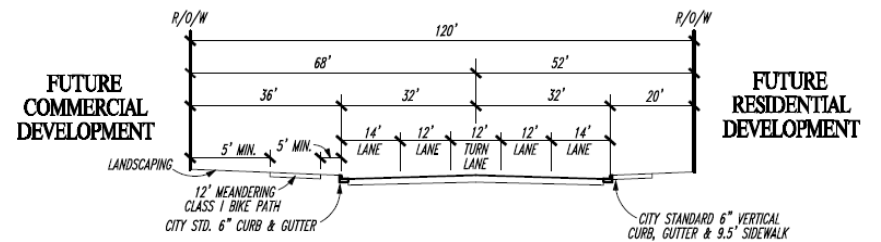
CITY STD. 6" CURB & GUTTER

CITY STANDARD 6" VERTICAL CURB, GUTTER & 7.5' SIDEWALK

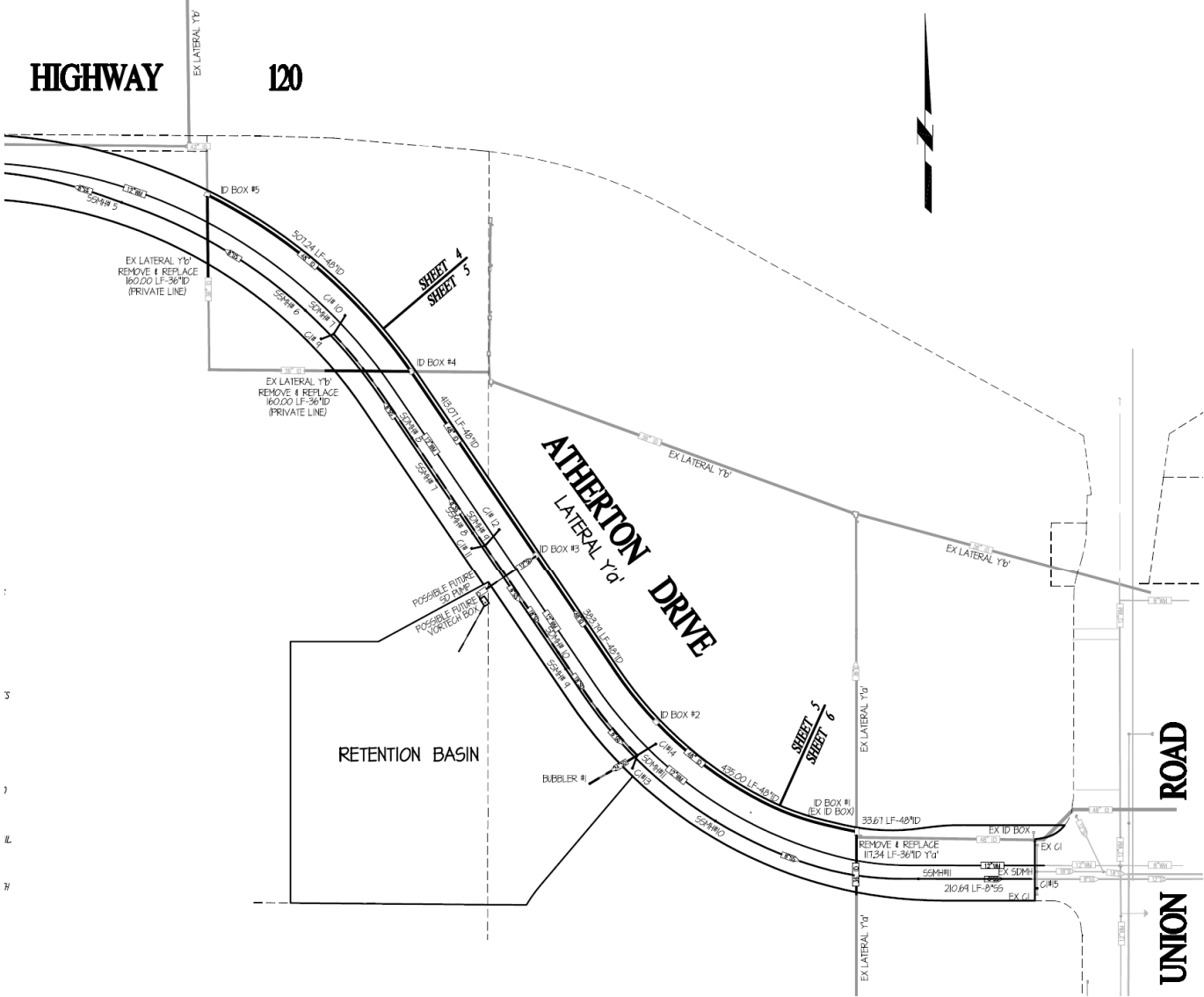
LANDSCAPING

R/O/W

R/O/W



Project Construction Exhibit East 2-3 b



2.6 PROJECT CONSTRUCTION

Construction would generally involve grubbing/clearing, grading, and paving using both heavy-duty and light-duty equipment. Equipment used during construction activities could include scrapers/earthmovers, wheeled dozers, wheeled loaders, and motor graders. Construction is anticipated to begin in January of 2013 and would occur over a continuous 11 months and is anticipated to complete by December of 2013.

2.7 PROJECT PERMITS

As lead agency for the proposed project, the City of Manteca has discretionary authority to approve and implement the project. Construction of the project is not anticipated to require any development permits or approvals because this project has been planned for and sponsored by the City.

2.8 PROJECT CONSISTENCY WITH LAND USE CONTROLS

According to State CEQA Guidelines Section 15063(d)(5), an IS shall contain, in brief form, “an examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls.” The following discussion examines the proposed project’s consistency with existing zoning, plans, and other applicable land use controls in the city.

Construction activities associated with these improvements are anticipated to potentially affect an approximate 10.47-acre area along a defined linear corridor, and an approximate 6.34-acre area for storm drainage retention within a previously approved basin location within adjacent and approved projects. Implementation of the proposed project would not require an amendment to the existing zoning designations or General Plan land use designations for parcels located in or adjacent to the proposed roadway improvements because the project is designed to serve urban land use projects and does not propose any land development itself.

Project impacts associated with the extension of Atherton Drive, widening of Union Road, and installation of traffic signals were identified and evaluated in the General Plan and related EIR (2003) as well as the General Plan Circulation Element and related EIR (2011). In addition, the westernmost 1,400 feet of the Atherton Drive extension project beginning at Union Road was reviewed as part of the certified Environmental Impact Report for the Union Crossing shopping center (SCH No. 2008092083). Continuing westward, the next 1,300 feet of the Atherton Drive extension project crosses the single and medium density residential subdivisions, Sundance Estates (Single Family) and Sundance 2 (Medium Density). This 1,300-foot roadway was reviewed as part of this project’s certified Environmental Impact Report (SCH No. 2005122079).

3 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

PROJECT INFORMATION

1. Project Title:	Atherton Drive Extension From Union Road to Airport Way
2. Lead Agency Name and Address:	City of Manteca 1001 West Center Street, Manteca, CA 95337
3. Contact Person and Phone Number:	Mark Meissner (209) 456-8511
4. Project Location:	See Section 2.2, "Project Location".
5. Project Sponsor's Name and Address:	Same as Lead Agency
6. General Plan Designation:	GC, General Commercial, and MDR, Medium Density Residential
7. Zoning:	CG, General Commercial, and R-2, Medium Density Residential
8. Description of Project:	See Chapter 2, "Project Description"
9. Surrounding Land Uses and Setting:	See Chapter 2, "Project Description"
10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	None required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology & Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology & Water Quality
☐ Land Use & Planning	☐ Mineral Resources	☐ Noise
☐ Population & Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities & Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Signature


MARK MEISSNER, PLANNING MANAGER

Date

11-28-12

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, impact for which the 2003 City of Manteca General Plan EIR (General Plan EIR) is sufficient, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) “Negative Declaration: Impact for which General Plan EIR is Sufficient” applies where an effect was adequately addressed and mitigated to the extent feasible in the General Plan EIR. For these effects, the Initial Study explains how the effect was addressed in the General Plan EIR and why the criteria for supplemental environmental review under CEQA Section 21166 (project changes, changed circumstances, and/or new information) have not been triggered. Effects correspond to this category under the following circumstances:
 - a) The General Plan EIR found the impact would be reduced to a less-than-significant level with the implementation of applicable General Plan EIR mitigation measures;
 - b) The impact is significant and unavoidable at a cumulative level, and the General Plan EIR fully addressed the cumulative impact; or
 - c) The impact is significant and unavoidable at a project level, but the General Plan EIR contained an adequate project-level analysis for the impact.
- 6) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 8) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 10) The explanation of each issue should identify: the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
I. Aesthetics. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Land uses in the project area include active agricultural production (corn) and fallow land and a relatively new residential neighborhood to the south. Topography of the proposed Atherton Drive alignment is flat similar to surrounding areas. Distant views of the project site from off-site areas are limited because of surrounding developments (e.g. Highway 120, and the Dutra Farms Southeast residential development to the south). Where views are available, views of the proposed alignments consist of open spaces, active and fallow agricultural lands, new urban development (i.e., residential neighborhood), and rural residences.

DISCUSSION

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

Less-than-Significant Impact. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The project area does not incorporate a unique scenic resource or backdrop for the project area. Agricultural and rural residential land uses make up the majority of the areas surrounding the project alignments and would not provide scenery of a remarkable character that is distinguishable from other areas in the city.

All construction and improvements associated with the proposed project (e.g., installation of paving) would occur at ground level and would not construct any large, permanent structures (e.g., houses, office buildings) that could change or substantially alter the visual qualities of the project area. Because the proposed project would not have a substantial adverse effect on a scenic vista, this impact would be less than significant.

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

No Impact. A scenic resource is generally a resource, landmark, or area that has been noted for its outstanding scenic qualities and is thereby protected because of those qualities. A scenic resource within a state scenic highway is a resource that is noted for its outstanding scenic qualities and is visible from a state-designated scenic highway. According to the California Department of Transportation (2006), SR 120 is not a state-designated scenic highway and, therefore, the project would not damage any scenic resources within view of a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less-than-Significant Impact. The project area primarily consists of rural residences and associated agricultural land uses. However, development of approved residential neighborhoods and commercial shopping centers adjacent and south of the proposed Atherton Drive alignment will eventually occur. The proposed project would involve improvements located at ground level and would not involve construction of any structures. The only vertical elements associated with the project involve the installation of trees, traffic signs, and street lights. While proposed improvements would change the rural character of the project

area to an area with increased urban visual elements, these improvements would be compatible with and are common visible elements with developing urban land uses that are occurring in the project area, and therefore would not substantially change the visual character of the area. Therefore, this is considered a less-than significant impact.

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. The proposed project would construct streetlights along the entire length of the proposed extension of Atherton Drive, which would create nighttime light in the project area. The streetlights would be similar to other streetlights in the project area and would be designed in accordance with City of Manteca Department of Public Works standards (i.e., drawing numbers ST-27, ST-28, ST-29). Although the streetlights would introduce a new light source in the area, the streetlights would be designed to provide light only in a downward direction and within a limited area. No light would be cast upward. In addition, the project would not construct any elements or components that create daytime glare (i.e., reflective windows, building materials) in the project area. Therefore, the project would result in less-than-significant impacts related to light or glare that affect day or nighttime views in the project area.

3.2 AGRICULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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II. Agricultural And Forest 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, as updated) prepared by the California Department 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 nonagricultural use?	☐	☐	☒	☐	☐
b) Conflict with existing 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))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of	☐	☐	☐	☐	☒

forest land to non-forest use?

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

☐	☐	☒	☐	☐
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ENVIRONMENTAL SETTING

Land uses in the project area include active agricultural production (corn) and fallow land and a relatively new residential neighborhood to the south. Topography of the proposed Atherton Drive alignment is flat similar to surrounding areas. Areas of agricultural land uses were most recently growing corn. Residential and Commercial developments have been approved in the project area for which the Atherton Drive extension will serve.

The Resource Conservation Element of the General Plan outlines the City's goals and policies pertaining to protecting and preserving existing agricultural resources. The Resource Conservation Element also outlines the City's goals and policies for restricting the loss of agricultural land. In general, these policies discourage the conversion of productive agricultural resources to urban land uses and direct new urban development to specific areas of the city. Policies relevant to the proposed project are provided below.

DISCUSSION

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 nonagricultural use?**

Impact for which General Plan EIR is Sufficient. The proposed project constructs new roadway in areas designated as Farmland of Statewide Importance and Prime Farmland according to the Natural Resources Conservation Service Farmland Mapping and Monitoring Program. Implementation of the project would convert a total of approximately 16.81 acres of Important Farmland (i.e., Farmland of Statewide Importance, Prime Farmland) for roadway and associated improvements.

Undeveloped properties adjacent to the south side of the proposed Atherton Drive extension are approved for development as residential neighborhoods and a shopping center consistent with the General Plan land use designations. These land use designations indicate that the City has planned for conversion of this agricultural land to urban uses, and that the General Plan does not envision nor designate this area for permanent agricultural uses.

The 2003 General Plan EIR found that implementation of the General Plan would result in converting Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance to nonagricultural use, which would result in potentially significant impacts related to loss of agricultural resources. The Land Use Element and Resource Conservation Element of the General Plan includes policies aimed at protecting or conserving important farmland within the city by promoting and encouraging the continuation of agricultural uses and discouraging premature conversion of agricultural land to nonagricultural uses. The General Plan also includes a policy stating that the "City shall support the continuation of agricultural uses on lands designated for urban use, until urban development is imminent" (Policy RC-P-19).

The General Plan EIR analyzed the potentially significant impacts resulting from the conversion of Important Farmland and concluded that conversion of prime agricultural land, including the project area, to urban uses would be a significant and unavoidable even with conformance with General Plan goals, policies, and implementation measures. As part of adopting the General Plan, the city council adopted Findings of Fact and a Statement of Overriding Considerations that indicated urban development was of greater benefit to the community than preserving agricultural land within city limits. Because the project is identified in the General Plan, conversion of agricultural land on the project site to urban uses was sufficiently analyzed in the General Plan EIR. Although the project would not convert Important Farmland beyond the scope of analysis conducted in the General Plan EIR, the City requires collection of development impact fees (i.e., agricultural mitigation fee) to offset the costs associated with the loss of agricultural lands in new development (City of Manteca Municipal Code, Chapter 13.42). The City will collect and pay the appropriate agricultural mitigation fee (currently \$2,385 per acre) for the loss of 16.81 acres of Important Farmland.

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

No Impact. None of the properties in the project area are under a Williamson Act contract and the properties adjacent to proposed roadway improvements are identified for future urban development under the General Plan. Therefore, the project would not conflict with existing agricultural land use designations for agricultural or Williamson Act contracts.

- 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))?**

No Impact. None of the properties in the project area are zoned for forest land so therefore there is no conflict/impact.

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

No Impact. None of the properties in the project area are zoned for forest land so therefore there is no conflict/impact.

- e) **Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?**

Impact for which General Plan EIR is Sufficient. Construction of the Atherton Drive extension between Airport Way and Union Road would provide direct and easy access to adjacent properties that previously did not have any major access. Extension of Atherton Drive would make previously inaccessible agricultural lands accessible, thereby resulting in the potential for existing farmland to develop as urban land uses as envisioned in the General Plan. As described in item “a” above, the project would not convert Important Farmland beyond the scope of analysis conducted in the General Plan EIR and the agricultural mitigation fee will be paid (City of Manteca Municipal Code, Chapter 13.42) prior to initiation of project construction; therefore, the project would result in a less-than-significant impact related to the loss of agricultural land to urban development.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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III. Air Quality.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project site is located in the City of Manteca in San Joaquin County, which lies within the San Joaquin Valley Air Basin (SJVAB) and is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). With respect to ozone, the SJVAB is currently designated to be in severe nonattainment for the state 1-hour standard and serious nonattainment for the federal 8-hour standard. The SJVAB is also designated as a nonattainment area with respect to the state (nonattainment) and national (nonattainment/serious) respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM10), and the national respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM2.5) standard. The SJVAB

has either attained all other air quality standards, or has not been classified as being in nonattainment, generally indicating that attainment would be likely if sufficient data were collected.

The project area consists of undeveloped agricultural land and developing residential neighborhoods. Sources of air pollutants in the area include regional transport (particularly for ozone) and PM10 from local and regional farming operations and urban development.

DISCUSSION

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

No Impact. The proposed project would result in roadway improvements to serve existing and proposed urban development. Consequently, the project itself would not result in development beyond approved levels. The proposed project has been evaluated for consistency with SJVAPCD significance thresholds (as described below), and would not exceed any thresholds. The project also includes all relevant mitigation requirements that are contained within the SJVAPCD Air Quality Attainment Plan (AQAP) and will comply with all SJVAPCD regulations. The project was evaluated using the SJVAPCD's *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). Because the project would not produce any emissions above the thresholds of significance, would implement all required mitigation, and would not facilitate growth beyond what is already approved in local plans (which are included as a basis for the AQAP), the project would not conflict with or obstruct the SJVAPCD AQAP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant with Mitigation Incorporated. Please refer to discussion in item "a" above. The proposed project would result in construction emissions and no operational emissions. The GAMAQI, which specifies methodologies for air quality analysis as part of the program to ultimately achieve attainment with the AQAP and air quality standards, includes thresholds of significance for criteria pollutants. Appendix A includes an analysis of the project's impacts in comparison to these thresholds. Ozone precursors are emissions that, when they interact with sunlight, contribute to ozone creation and pollution. During construction and operation, the project would generate both reactive organic gases (ROG) and oxides of nitrogen (NOX), both of which are ozone precursors. The GAMAQI has established a threshold of 10 tons per year (tpy); projects that exceed this level would result in significant air quality impacts. Construction-generated emissions of ozone precursors ROG and NOX were calculated for construction equipment and worker vehicle commute trips using EMFAC2002 emissions factors as contained in Sacramento Metropolitan Air Quality Management District's (SMAQMD) Road Construction Emissions Model Version 5.1, which is used in numerous jurisdictions, including San Joaquin County, to model construction-generated air emissions of ozone precursors ROG and NOX from linear construction projects. During construction, the project would generate 1 tpy of ROG and 6 tpy of NOX, less than the established threshold of significance. Further, mitigation required for reduction of PM10 (see Mitigation Measures AIR-1, AIR-2) would also reduce both ROG and NOX emissions. During operations, the project would not result in any operational emissions. The impact from ROG and NOX emissions would be less than significant.

Carbon monoxide (CO) concentration is a direct function of motor vehicle activity, particularly during peak commute hours, and meteorological conditions. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses such as residential areas, schools, and hospitals. As a result, SJVAPCD recommends analysis of CO emissions at a local rather than a regional level. SJVAPCD has established preliminary screening criteria to determine with fair certainty that if not violated, CO emissions that are project-generated and long-term operational local mobile sources would not result in or substantially contribute to emissions concentrations that exceed the 1-hour ambient air quality standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm, respectively. SJVAPCD's preliminary screening criteria include the following:

- a traffic study for the project indicates that the level of service (LOS) on one or more streets or at one or more intersections in the project vicinity would be reduced to LOS E or F; or
- a traffic study for the project indicates that implementation would substantially worsen an already existing LOS F on one or more streets or at more intersections in the project vicinity (SJVAPCD 2002).

The General Plan anticipates Atherton Drive between Union Road and Airport Way to accommodate future volume capacity. Implementing the project itself would not generate new trips. Instead, this project is designed to alleviate potential traffic congestion on other local roadways (e.g., Woodward Avenue, Airport Way, and Union Road). Although the project would provide access through a previously inaccessible area, the purpose of the roadway extension would be to provide an efficient roadway network that would adequately support traffic volumes anticipated to be generated by new development within the area and planned for in the General Plan. Consequently, project implementation would not affect congestion on the local roadway

system. Thus, CO emissions that are project-generated and long-term operational local mobile sources would not result in or substantially contribute to emission concentrations that exceed the 1-hour ambient air quality standard of 20 ppm or the 8-hour standard of 9 ppm, respectively. As a result, impacts related to CO concentration would be less than significant.

Fugitive dust emissions, including PM10, are associated primarily with ground disturbance activities during site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled (VMT) on- and off-site. Exhaust emissions from employee commute trips and diesel mobile construction equipment also contribute to short-term increases in PM10 emissions, but to a much lesser extent.

Construction of the proposed project would primarily result in the temporary generation of fugitive PM10 dust emissions from site preparation (e.g., excavation, grading, and clearing). SJVAPCD's approach to CEQA analyses of construction-generated fugitive PM10 dust emissions is to require implementation of effective and comprehensive control measures rather than a detailed quantification of construction emissions. Without these measures, short-term construction-generated PM10 emissions could result in or substantially contribute to emissions concentrations that exceed the California Ambient Air Quality Standards, especially considering the current nonattainment status of the air basin.

Implementation of the following mitigation measures would reduce air quality impacts to less-than-significant levels. Because the City would implement all feasible fugitive dust control requirements of the SJVAPCD, including Rule 9510 (Indirect Source Review, which applies to transportation projects resulting in more than 2 tpy of NOX or PM10).

MITIGATION MEASURE

AIR-1: The City shall implement the following measures to reduce construction equipment exhaust emissions. These measures would further reduce the already less-than-significant impacts associated with ROG and NOX emissions:

- When not in use, on-site equipment shall not be left idling.
- Where feasible, avoid operation of multiple pieces of heavy duty equipment at the same time.
- Construction contractors shall utilize the best available emission reduction and economically feasible technology on an established percentage of the equipment fleet.

AIR-2: The City shall ensure that the proposed project complies with SJVAPCD's Regulation VIII—Fugitive Dust Prohibitions and shall implement all applicable control measures, as required by law. SJVAPCD's-required control measures will be noted on the project construction plans, and will be listed as mitigation with this project.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant with Mitigation Incorporated. As discussed in item "b" above, project implementation would not result in long-term operational ROG, NOX, PM10, or CO emissions that would result in or contribute substantially to an air quality violation. Because SJVAPCD-recommended mitigation measures are not currently incorporated into the project description, temporary construction emissions could contribute to an existing or projected air quality violation, especially considering the SJVAB's nonattainment status for ozone and PM10. Thus, construction-generated PM10 emissions could result in a cumulatively considerable net increase of a criteria pollutant, for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. As a result, this impact is considered potentially significant. Implementation of Mitigation Measures AIR-1, & AIR-2, as described above, would reduce short-term construction-generated emissions to a less-than-significant level.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant with Mitigation Incorporated. As discussed in item "b" above, project implementation would not result in long-term operational ROG, NOX, PM10, or local CO emissions that would result in or contribute substantially to an air quality violation. Because SJVAPCD-recommended mitigation measures are not currently incorporated into the project description, temporary construction emissions could violate or contribute substantially to an existing or projected air quality violation. Thus, construction-generated PM10 emissions could expose sensitive receptors to substantial pollutant concentrations and this impact is considered potentially significant. Implementation of the Mitigation Measures AIR-1, & AIR-2, as described above, would reduce short-term construction-generated emissions to a less-than-significant level.

e) Create objectionable odors affecting a substantial number of people?

Less-than-Significant Impact. Project implementation would not result in any major sources of odor and the project type

is not one of the common types of facilities that are known to produce odors (e.g., landfill, food processing facility, wastewater treatment). In addition, the diesel exhaust from the use of on-site construction equipment would be intermittent and temporary, and would dissipate rapidly. Thus, project implementation would not create objectionable odors affecting a substantial number of people. As a result, this impact is considered less than significant. No mitigation is required.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
IV. 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 the U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Land uses in the project area include active agricultural production (corn) and fallow land and a relatively new residential neighborhood to the south. Topography of the proposed Atherton Drive alignment is flat similar to surrounding areas. Areas of agricultural land uses were most recently growing corn. Residential and Commercial developments have been approved in the project area for which the Atherton Drive extension will serve.

Common wildlife species that are likely to be associated with the disturbed habitats present on or immediately adjacent to the project site include western fence lizard (*Sceloporus occidentalis*), mourning dove (*Zenaida macroura*), American crow (*Corvus branchyrhychos*), yellow-billed magpie (*Pica nuttalli*), western scrub-jay (*Aphelocoma californica*), house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), opossum (*Didelphis virginiana*), California ground squirrel (*Spermophilus beechyi*), and raccoon (*Procyon lotor*). Small mammals such as Botta's pocket gopher (*Thomomys bottae*),

western harvest mouse (*Reithrodontomys megalotis*), and California meadow vole (*Microtus californicus*) may also be present and provide prey for a variety of raptor species likely to hunt in the area, including American kestrel (*Falco sparverius*), Swainson's hawk (*Buteo swainsoni*), and red-tailed hawk (*Buteo jamaicensis*). A few large trees within the project area and large trees near the SR 120 highway ramps and associated with landscaped rural residences adjacent to the project site may provide nest sites for these raptors.

Special-Status Species

Special-status species include those that are state-listed and/or federally listed as threatened or endangered, those considered as candidates for listing as threatened or endangered, and animals identified by the Department of Fish and Game as fully protected. Special-status plant species plants presumed extinct in California, plants rare, threatened, or endangered in California and elsewhere, or plants rare, threatened, or endangered in California but more common elsewhere. Most of these species are restricted to habitats that are not present on or immediately adjacent to the project site, such as vernal pools, riparian, marsh, and grassland. Based on the habitats present on site, four special-status wildlife species have potential to exist on or immediately adjacent to the proposed roadway alignments.

Agricultural fields in the project area provide suitable foraging habitat for all four special-status raptor species. Swainson's hawks (state listed as threatened) and white-tailed kites (California Species of Special Concern) typically nest in riparian habitat or scattered trees adjacent to foraging habitat. Trees on or immediately adjacent to the proposed roadway alignments provide suitable nest sites for both of these species. In contrast to tree-nesting raptors, northern harriers (California Species of Special Concern) nest on the ground in dense, low-lying vegetation such as field crops. Agricultural fields on or immediately adjacent to the project site could provide suitable nesting habitat for northern harrier. Burrowing owls (California Species of Special Concern) typically nest and roost in burrow systems created by fossorial animals, such as ground squirrels, or self-dug burrows where soil conditions are appropriate.

In addition to the five special-status bird species described above, all raptors are protected under Section 3503.5 of the California Fish and Game Code, which prohibits take or destruction of raptors, including their nests and eggs. Several common raptor species, including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), and American kestrel (*Falco sparverius*), could nest in trees present on or adjacent to the project site.

DISCUSSION

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 the U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. Construction of the proposed project would remove agricultural, and ruderal vegetation along the roadway alignments that could serve as foraging and/or nesting habitat for four special-status bird species: Swainson's hawk, burrowing owl, white-tailed kite, and northern harrier. In addition, all raptors are protected under Section 3503.5 of the California Fish and Game Code, and several common raptor species, including red-tailed hawk, red-shouldered hawk, and American kestrel are likely to exist in the vicinity of the project site.

Loss of foraging habitat for the five special-status bird species and common raptors would be a less-than-significant impact because the amount of foraging habitat lost is minimal, and there is abundant foraging habitat available on the large tracts of agricultural lands in close proximity to the project site.

Construction activities associated with project implementation have the potential to cause direct loss of active nests or occupied burrows and/or disturbance of nesting pairs, resulting in nest abandonment and mortality of chicks and eggs. The potential loss of an active nest or mortality of chicks and eggs of any of the four special-status or common raptor species could be a significant impact. Implementation of the following mitigation measure would reduce these potential impacts to a less-than-significant level.

MITIGATION MEASURE

BIOLOGY-1: The City shall pay fees identified in the San Joaquin Multi Species Conservation Plan (SJMSCP) or in the amount determined by San Joaquin Council of Governments (SJCOG) during the application and review process for the proposed project. If SJCOG determines suitable habitat for Swainson's hawk, white-tailed kite, northern harrier, or burrowing owl is present on or adjacent to the project site at the time of their review, SJCOG will establish incidental take avoidance and minimization measures for applicable special-status birds:

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. There are no riparian habitats or other sensitive natural communities on or adjacent to the project site. Therefore, implementation of the proposed project would not have any adverse effects on sensitive natural communities. No impact would

occur.

- c) **Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. There are no federally protected wetlands in or adjacent to the project site. Therefore, implementation of the proposed project would not have any adverse effects. No impact would occur.

- 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?**

No Impact. Wildlife corridors are features that provide connections between habitat patches that would otherwise be isolated and unusable. Given the active agricultural nature of the project site, it is unlikely that there are wildlife corridors or nursery sites present within the project site. Therefore, construction of the proposed project would not interfere with the movement of wildlife or impede the use of a wildlife nursery site. No impact would occur.

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

No Impact. The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There are no trees within the project area that would be removed as part of this project. Therefore, no impact would occur.

- 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 Impact. The project site is located within the SJMSCP area which was adopted by the City on February 5, 2001. The City would participate in the SJMSCP to ensure that the project is consistent with the provisions outlined in the SJMSCP (Meissner, pers. comm., 2006). This would be a less-than-significant impact.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
V. Cultural Resources. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐

ENVIRONMENTAL SETTING

The Manteca area is known to contain a wide variety of prehistoric and historic-era cultural resources, including Native American habitation and interment sites and remains of early historic ranching and agricultural operations. The project area is composed of relatively flat agricultural land and does not have any extraordinary topographic features. The project area has been used for agricultural purposes, namely row crops, in the recent past. There is no fresh water or freshwater resources available on the project site. The absence of these attributes suggests that the project area would not have been suitable to prehistoric occupants as a place to gather resources and hunt.

DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less-than-Significant Impact. Because there are no known recorded archeological sites within the project area, the project would not result in damage to or destruction of documented cultural resources, this impact would be less than significant.

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

Less than Significant with Mitigation Incorporated. The project site is not located in a region where significant prehistoric and historic-era cultural resources have been previously documented. Although no “unique” or “historic” cultural resources (as defined by CEQA) have been documented on the project site, there is a potential that unrecorded cultural resources could be unearthed or discovered at the project site during ground-disturbing and construction activities. Implementation of the following mitigation measure would reduce archaeological resource impacts resulting from inadvertent damage or destruction of unknown cultural resources during construction to a less-than-significant level.

MITIGATION MEASURE

CULTURAL-1: If an inadvertent discovery of cultural materials (e.g. unusual amounts of shell, animal bone, bottle glass, ceramics, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find will be halted and a qualified professional archaeologist will be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per the California Register of Historical Resources and develop appropriate mitigation. This mitigation could include, but not be limited to, documentary research, subsurface testing, data recovery, and the analysis of recovered archaeological materials.

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

Less than Significant with Mitigation Incorporated. The project may result in substantial adverse change to archaeological and/or paleontological resources within the project area. Though no known archeological and/or paleontological resources are located within the project area, this may be as a result of the absence of any inventory data for the area. Archaeological and paleontological resources are generally not visible from a distance and are only located as a result of an intensive pedestrian survey. It is possible that significant resources, both with and without surface manifestations, are present within the project area. However, this is unlikely considering the historic use of the site for agricultural operations. The project area currently consists of irrigated agricultural land that is continually subject to human disturbance caused by agricultural activities and surrounding urban uses. The orchard’s irrigation infrastructure includes pumps, buried water conveyances, drip irrigation lines, and unpaved access roads. Furthermore, as mentioned previously, there is no naturally occurring fresh water or freshwater resources available in the project area. The absence of these attributes suggests that the project area would not have been suitable to prehistoric occupants as a place to gather resources and hunt.

While very unlikely, if there are archaeological and/or paleontological resources located in the project area, the activities that would result in the greatest potential for impacts include grading and excavation. Any impact on these potential resources would be a potentially significant impact, but implementation of the following mitigation measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE

CULTURAL-2: The City shall implement the following measures:

(1) Before the start of construction activities, construction personnel involved with earth-moving activities shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and proper notification procedures should fossils be encountered.

(2) If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find. The City shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the City to be necessary and feasible shall be implemented by the City before construction activities can resume at the site where the paleontological resources were discovered. (see also Implementation Measure RC-I-46 of the General Plan (City of Manteca 2003b))

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant with Mitigation Incorporated. No evidence for prehistoric or early historic interments was found at the project site in surface contexts. However, the lack of evidence does not preclude the existence of buried human remains and human remains have been known to exist in the project vicinity. California law recognizes the need to protect historic era and Native American human burials, skeletal remains, and items associated with Native American interments from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Sections 7050.5 and 7052 and California Public Resources Code Section 5097. Implementation of the following mitigation measure would reduce or eliminate potential cultural resource impacts resulting from inadvertent unearthing, damage, or destruction of unknown buried human remains during excavation activities (i.e., grading, preparation and use of staging areas, excavation, stockpiling) to a less-than-significant level.

MITIGATION MEASURE

CULTURAL-3: In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, all such activities within a 100-foot radius of the find shall be halted immediately and the City's designated representative shall be notified. The City shall immediately notify the county coroner and a qualified professional archaeologist. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The City's responsibilities for acting upon notification of a discovery of Native American human remains are identified in detail in the California Public Resources Code Section 5097.9. Contra Costa Water District (CCWD) or its appointed representative and the professional archaeologist shall contact the Most Likely Descendent (MLD), as determined by the NAHC, regarding the remains. The MLD, in cooperation with the property owner and the lead agencies, shall determine the ultimate disposition of the remains.

3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
VI. Geology and Soils. Would the project:					
a) Expose people or structures to 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 California Geological Survey Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒
iv) Landslides?	☐	☒	☐	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☐	☐	☐	☒	☐

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?

☐	☐	☐	☐	☒
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ENVIRONMENTAL SETTING

The city is located in the geographic center of California in the San Joaquin Valley with the Sierra Nevada Mountains to the east and the Coast Range to the west. The San Joaquin Valley is a sedimentary basin with almost all of the sediments that fill the valley having eroded from the Sierra Nevada Mountains. The oldest sediments that fill the valley are full of volcanic rock fragments eroded from early volcanoes. Erosion over time stripped the volcanic rocks from the granite rock of the Sierra Nevada and feldspar and quartz sand washed into the valley. The Sierra Nevada is the main source of drainage into the San Joaquin Valley. Sediments on the valley floor were deposited within the past one to two million years and some within the past few thousand years (Manteca 2003).

Several faults in the project area have been identified as potentially hazardous, and include the San Andreas, Hayward, Calaveras, Patterson Pass, Sierra Nevada, and Tracy-Stockton. The San Andreas is considered the main source of ground shaking in the area, and is located about 69 miles west of the project site. The nearest segment of the Calaveras Fault is about 35 miles to the west. About 48 miles to the west is the Hayward fault and the Patterson Pass fault is located about 30 miles to the west. The Sierra Nevada fault lies about 40 miles to the east. The closest known fault is the Tracy-Stockton fault, which is located about 7 miles to the north (Manteca 2003).

The most recent soil survey data from the Natural Resources Conservation Service (NRCS) identifies five soil units occurring on the project site including Veritas fine sandy loam, 0 to 2% slopes (266); Tinnin loamy coarse sand, 0 to 2 % slopes (255); Timor loamy sand, 0 to 2 % slopes (254); Delhi loamy sand (142); and Delhi fine sand (141).

CITY OF MANTECA GENERAL PLAN

The following General Plan policies are relevant to the project:

- Minimize soil erosion and loss of topsoil from land development activities, wind, and water flow. (Resource Conservation, Policy RC-P-10).
- All new development shall comply with the current Uniform Building Code (UBC) requirements that stipulate building structural material and reinforcement (Resource Conservation, Policy S-I-1).
- The City shall require new development to mitigate the potential impacts of seismic-induced settlement of uncompacted fill and liquefaction (water-saturated soil) because of the presence of a high water table (Safety, Policy S-P-3).

DISCUSSION

- a) **Expose people or structures to 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 California Geological Survey Special Publication 42.)**

Less-than-Significant Impact. The San Andreas and nearby Tracy-Stockton faults could produce ground shaking in the project area. The Tracy-Stockton Fault is located approximately 7 miles north of the project site, but is considered inactive. There are no known faults within the project area. In addition, no Alquist-Priolo Special Study Zones are located within the city. Therefore, the potential hazard for a surface fault rupture in the project is considered low. Because no active faults are mapped across the project site, and surface ground rupture along faults is generally limited to a linear zone a few feet wide, ground rupture because of a fault at the project site is unlikely and is considered a less-than-significant impact.

- ii) **Strong seismic ground shaking?**

Less-than-Significant Impact. Earthquakes associated with various faults in the region have caused ground shaking in San Joaquin County in the past. Records indicate evidence of ground shaking in San Joaquin County from the 1836–1989 earthquakes.

The California Building Standards Code specifies more stringent design guidelines where a project would be located adjacent to

Class “A” or “B” faults as designated by the California Probabilistic Seismic Hazard Maps. Faults with an “A” classification are capable of producing large magnitude (M) events (M greater than 7.0), have a high rate of seismic activity (e.g., having slip rates greater than 5 mm/yr), and have well constrained paleoseismic data (e.g., evidence of displacement within the last 700,000 years). Class “B” faults are those that lack paleoseismic data necessary to constrain the recurrence intervals of large-scale events. Faults with a “B” classification are capable of producing an event of M 6.5 or greater. None of the faults located within close proximity to the project site are classified as a Class A or B fault.

Because several active faults are located within the regional vicinity of the project area, the proposed project site would likely be subject to strong seismic ground shaking in the event of an earthquake. However, the project would not construct any structures that would be required to meet the Uniform Building Code Standards. Although strong seismic ground shaking could result in cracking the proposed roadway surfaces and toppling the traffic signals, any impacts to roadway improvements associated with the proposed project would not directly place people at risk related to a safety hazard resulting from seismic ground shaking and traffic signals would be installed according to UBC standards and requirements. Therefore, this is considered a less-than-significant impact.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking.

Liquefaction poses a hazard to engineered structures. The loss of soil strength can result in bearing capacity insufficient to support foundation loads, increased lateral pressure on retaining or basement walls, and slope instability. Although no specific liquefaction hazard areas have been identified in the County, this potential is recognized throughout the San Joaquin Valley, where unconsolidated sediments and a high water table coincide.

The EIR prepared for the General Plan identifies liquefaction as potentially significant in the city because of the relatively high water table in the city. Although strong seismic-related ground failure could result in liquefaction causing the proposed roadway surfaces to crack and traffic signals to topple, any impacts to roadway improvements associated with the proposed project would not directly place people or property at risk related to a safety hazard resulting from seismic-related ground failure. Therefore, this is considered a less-than-significant impact.

iv) Landslides?

No Impact. The topography across the entire project site is generally flat. The project site is located in a topographically flat area that is not located near a hillside. Therefore, no landslide impacts would occur.

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

Less than Significant with Mitigation Incorporated. The project site consists primarily of flat land. Soil types in the area are characterized as having a slight to moderate erosion hazard. Construction activities would involve substantial excavating, moving, filling, and temporary stockpiling of soil at the project site. Grading activities on the project site would remove any vegetative cover and expose site soils to erosion via wind and surface water runoff. Because construction would disturb 1 acre or more of land, the City of Manteca would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. Implementation of the following mitigation measure would ensure compliance with NPDES permit requirements and ensure that potential impacts from soil erosion would be less than significant.

MITIGATION MEASURE

GEOLOGY-1: The City shall implement Mitigation Measure HYDROLOGY-1, which requires the preparation of a SWPPP, as part of the NPDES permit, which would identify the best management practices (BMPs) that would be employed to prevent soil erosion.

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 Impact. As described in item “iii” above, the potential for liquefaction is considered low in the project area. Project roadways would be designed to meet all engineering requirements that ensure that the roadways would not be

affected by potential lateral spreading, liquefaction, or collapse. With proper engineering design of the roadways, the project would result in a less-than-significant impact related to unstable geological or soils units.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less-than-Significant Impact. Although strong seismic ground shaking could result in cracking the proposed roadway surfaces and toppling the traffic signals, any impacts to roadway improvements associated with the proposed project would not directly place people or property at risk related to a safety hazard resulting from seismic ground shaking. Therefore, this is considered a less-than-significant impact.

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?

No Impact. Implementation of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
VII. Greenhouse Gas Emissions – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Global climate change has become a major concern in recent years. While the exact effects of global climate change are not known, the best scientific opinions believe that over the next century the average temperature on the planet will increase between 2 and 5 degrees Celsius (3.5 to 9 degrees Fahrenheit). The long-term consequences of this increase in temperature include a variety of events that could potentially be destructive to human civilizations. Some of the potential changes that could result from planetary climate change include substantial increases in sea level, increased drought and desertification, reductions in global agriculture and food supplies, impacts to existing ecosystems, and a possible re-initiation of an ice age if oceanic circulation in the North Atlantic Ocean is affected. In the future, California will probably be most affected by increasing sea levels, extended drought conditions, increased flooding, and more severe wildfires.

Given the planet-wide causes of global climate change, it is unlikely that any substantial reduction in the rate or magnitude of climate change is possible at the local level. Long-term solutions to global climate change will probably require extensive reductions in the use of fossil fuels and the increases in the use of alternate energy sources. On the level of a small-scale development project, a number of items could help minimize the severity of the adverse effects of global climate change. These items include increased energy efficiency (including the use of light-colored/highly reflective roof materials), enhanced land use connectivity (between work, services, school, and recreation), reductions in vehicle miles driven, increases in mass transit use, and increased open space conservation.

DISCUSSION

a–b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? - Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact for which General Plan EIR is Sufficient. Construction of the proposed roadway segment was contemplated within the City’s General Plan EIR as well as the most recently updated Circulation Element and its EIR. The project includes the extension of an existing roadway into a previously inaccessible area that will support existing and future growth. The General Plan EIR

found that implementation of the General Plan would result in growth and the need for roadways to service the growth. The General Plan Circulation Element EIR analyzed the potentially significant impacts resulting from an increase in the city's growth and the resulting traffic impacts. The Circulation Element EIR concluded that these impacts would be significant and unavoidable, but provided implementation measures that serve as mitigations to reduce greenhouse gases.

As part of adopting the General Plan EIRs, the city council adopted Findings of Fact and a Statement of Overriding Considerations that states there are no specific mitigation measures that would eliminate environmental impacts associated with increased greenhouse gas emissions in the city. Because the project is identified in the General Plan and its Circulation Element, impacts associated with the extension of Atherton Drive were sufficiently analyzed, and the mitigations identified should help to reduce potential greenhouse gas levels.

3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
VIII. 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?	☐	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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 for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐

ENVIRONMENTAL SETTING

FIRE PROTECTION AND EMERGENCY RESPONSE SERVICES

The project site is located in the City of Manteca Fire Department (MFD) service area. The MFD provides public fire education,

fire prevention, organized and efficient response to fires, first response to hazardous materials incidents, and basic level “first responder” medical response. The closest Fire Department to the project site is Fire station #242 which is approximately ½ mile north on South Union Road. The Manteca Fire Department’s response goal is to maintain an average 5-minute response time for all emergencies. Medically related responses account for slightly over 50% of all requests for service. The Fire Department works very closely with Manteca District Ambulance to deliver pre-hospital emergency care in Manteca. Manteca District Ambulance is a privately owned, nonprofit ambulance company serving 100 square miles in the areas surrounding and including the City of Lathrop and City of Manteca

REGULATORY AGENCY DATABASE REVIEW

A computerized database search of various agency lists was conducted for the project site and surrounding area to identify potential hazardous contamination sites. The search identified two sites, J and G Trucking and Bob Evans Trucking, within ½ mile of the project site listed on the Resource Conservation and Recovery Act (RCRA) database, which tracks events and activities related to facilities generating, transporting, and treating, storing, or disposing of hazardous waste. No violations were identified for J and G Trucking or Bob Evans Trucking (EPA 2006). No sites in the city or in the vicinity of the project site are listed on the California Department of Toxic Substances Control’s (DTSC) Hazardous Waste and Substances Site List (also known as the Cortese List).

DISCUSSION

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 of the new roadway, including curb cuts, medians, and landscaping, would involve routine transport and handling of hazardous substances such as diesel fuels, lubricants, solvents, and asphalt. Handling and transport of these materials could result in the exposure of workers to hazardous materials. After construction is complete, hazardous materials would not be used or stored on the project site. Because the proposed project would be required to comply with all applicable federal and state laws pertaining to the handling and transport of hazardous materials, including California Occupational Health and Safety Administration requirements, and the use of hazardous materials during construction activities would be temporary; this impact would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. Chemicals associated with the installation of new roadway material (e.g., asphalt) and construction of associated curb cuts, medians, and landscaping would be stored in conformance with federal and state laws to contain spills. Construction activities associated with the proposed project would involve the use of heavy construction equipment which uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. However, the applicant would work with the project contractor to establish a construction staging area at which any hazardous materials would be handled and disposed of in accordance with all applicable federal and state laws pertaining to the handling and transport of hazardous materials. Because the use of hazardous materials during construction activities would be temporary and the handling and disposal of hazardous materials would comply with applicable laws and safety requirements; this impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?

Less-than-Significant Impact. The easternmost portion of the project is at the intersection of Union Road and Atherton Drive which is within ¼ mile of Veritas Elementary School east of Union Road. Construction activities associated with installation of new roadway material (e.g., asphalt) and construction of associated curb cuts, medians, and landscaping could result in hazardous emissions. Construction activities associated with the proposed project would involve using heavy construction equipment that uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. The applicant would work with the project contractor to establish a construction staging area at which any hazardous materials would be handled and disposed of as needed during construction. In addition, all construction activities would be required to conform to all applicable state and federal laws pertaining to the handling and disposal of hazardous materials. Compliance with all applicable state and federal laws pertaining to the handling and disposal of hazardous materials and potential hazards related to the emission and handling of hazardous materials near Veritas Elementary School would be in accordance with local, federal, and state standards. Therefore, this impact is considered a less-than-significant impact.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Less-than-Significant Impact. There are two potential sites within ½ mile of the project site. J and G Trucking and Bob Evans Trucking listed as Resource Conservation and Recovery Act facilities on EPA's Envirofacts database. The Envirofact database does not identify any violations associated with J and G Trucking or Bob Evans Trucking. No sites in the city, in the vicinity of the project site, or the project site itself are listed on the California Department of Toxic Substances Control Hazardous Waste and Substances Site List. Because the project site is not included on a list of hazardous materials sites, the proposed project would not create a significant hazard to the public or to the environment. Implementation of the project would result in a less-than-significant impact.

- 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 for people residing or working in the project area?**

No Impact. The closest airport to the project site is the Stockton Metropolitan Airport located approximately 7.5 miles to the north. Because proposed project site is not located within an airport land use plan or within two miles of a public airport, implementation of the project would not result in any impacts related to airport safety.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. There are no known private airstrips located in the project vicinity. Therefore, no impacts to people working at a private airstrip are expected to result from implementation of the proposed project.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than Significant Impact. The project site is in the MFD service area. Construction activities associated with the proposed project are for a new segment of roadway that would not interfere with emergency response abilities of local emergency responders. Therefore, this is considered a less-than-significant impact.

- h) **Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Less-than-Significant Impact. According to the California Department of Forestry's (CDF's) Fire Resource Assessment Program, the project area is not located in a wildland fire hazard zone. Construction of a new roadway and roadway improvements on the project site would not introduce residential, commercial, and light industrial land uses to a significant risk of loss or injury involving wildland fires. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. In addition, adequate fire protection for the project area is available. This impact would be less than significant.

3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
IX. Hydrology and Water Quality. Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits	☐	☐	☐	☐	☒

have been granted)?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

☐	☐	☐	☒	☐
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

☐	☐	☐	☒	☐
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e) 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?

☐	☐	☐	☒	☐
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f) Otherwise substantially degrade water quality?

☐	☐	☐	☒	☐
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g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

☐	☐	☐	☐	☒
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h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

☐	☐	☐	☒	☐
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i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

☐	☐	☐	☒	☐
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j) Result in inundation by seiche, tsunami, or mudflow?

☐	☐	☐	☒	☐
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ENVIRONMENTAL SETTING

The project site is located in the southernmost portion of the city. No major water drainages flow through the city because it is located on higher ground between Lone Tree Creek to the north, Stanislaus River to the south, and San Joaquin River to the west. Although no major watercourses are located in the city, the Walthall Slough, which is a tributary to the San Joaquin River located approximately 4 miles to the west, is contiguous to the city's southwest boundary.

The South San Joaquin Irrigation District (SSJID) operates drainage facilities in the city. These drainage facilities carry a portion of the City's water drainage. The SSJID drainage facilities generally flow in an east-west alignment. Water from the SSJID and drainage pumped by the City flow to the west into the French Camp Canal, which eventually flows into the French Camp Slough. Stormwater drainage from the city is gravity discharged to the north into the French Camp Canal.

CITY OF MANTECA GENERAL PLAN

The following General Plan policies are relevant to the project:

- Minimize sedimentation and loss of topsoil from soil erosion. (Resource Conservation, Policy RC-P-11).
- Minimize pollution of waterways and other surface water bodies from urban runoff. (Resource Conservation, Policy RC-P-12)
- Protect the quality of Manteca's groundwater. (Resource Conservation, Policy RC-P-13)

DISCUSSION

a) Violate any water quality standards or waste discharge requirements?

Less than Significant with Mitigation Incorporated. During construction of the Atherton Drive extension, including construction of associated curb cuts, medians, and landscaping, short-term adverse water quality impacts could occur, particularly if project construction occurs during the winter rain season. Soil loosened during grading, spills of fluids or fuels from construction vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported off-site in overland flow, could degrade groundwater quality. Overland flow could reach the San Joaquin River, the nearest receiving surface water body,

via the French Camp Slough. Because the area of ground disturbance for construction of the new facility and construction of staging areas would exceed 1 acre, the proposed project would be subject to the requirements of the statewide NPDES stormwater permit for construction activity. Consequently, the designated construction contractor(s) would be required to prepare a storm water pollution prevention plan (SWPPP) and implement appropriate BMPs to avoid and minimize adverse water quality effects during construction to the extent practicable. Because preparation of a SWPPP is not identified as an element of the project, implementation of the project could degrade water quality. This would be a potentially significant impact. Implementation of the following mitigation measure would reduce the potentially significant impact of water quality degradation from project-related construction activities to a less-than-significant level.

MITIGATION MEASURE

HYDROLOGY-1: Before any grading activities, the City or its contractor shall prepare a SWPPP for all construction phases of the project. The objectives of the SWPPP are to identify pollutant sources from construction activities that may affect the quality of stormwater discharge, implement practices to reduce pollutants in stormwater runoff from the project site, and protect receiving water quality. The SWPPP shall identify and implement BMPs.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?**

No Impact. The proposed project would not involve groundwater withdrawal, and available studies have shown no trends of groundwater depletion in the proposed project area. Construction of a new roadway between Union Road and Airport Way would increase the amount of impervious surface in the project area. However, the amount of impervious surfaces involved with the construction of Atherton Drive would not significantly change the groundwater recharge capabilities because substantial unpaved areas would remain in the project area. Therefore, the project would not impact groundwater supplies or interfere with groundwater recharge abilities.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?**

Less-than-Significant Impact. Construction and operation of the proposed project would result in minor alterations to existing drainage patterns on the project site because of the limited size of the construction area and limited grading that would occur. As a result, the project would not result in substantial flooding or erosion. The new Atherton Drive would be designed to redirect stormwater drainage (i.e., curb cuts, rain gutters) that would discharge to the associated storm drainage retention basin. There are no significant drainages in the project area other than the French Camp Canal located approximately 4 miles north of the project site. The project would not alter any water drainages resulting in flooding or potential erosion on- or off-site. Therefore this impact would be less than significant.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?**

Less-than-Significant Impact. Construction and operation of the proposed project would result in a minor alteration to existing drainage patterns on the project site because of the limited size of the construction area. As a result, the project would not result in substantial flooding or erosion. Because construction of Atherton Drive would involve installation of impervious surfaces, the project would result in a minor increase of surface runoff to accommodate minimum drainage criteria established by the City. However, the new Atherton Drive would be designed to redirect stormwater drainage (i.e., curb cuts, rain gutters) that would discharge to the associated storm drainage retention basin. The minor increase of water runoff from the construction of impervious surfaces would not be of sufficient quantities to alter any water drainages or result in flooding or potential erosion on- or off-site. Therefore, this impact would be less than significant.

- e) 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?**

Less-than-Significant Impact. Construction of Atherton Drive would involve installation of impervious surfaces, the project would result in a minor increase of surface runoff. However, the new Atherton Drive would be designed to redirect stormwater drainage (i.e., curb cuts, rain gutters) that would discharge to the associated storm drainage retention basin. The minor increase of water runoff from the construction of impervious surfaces would not be of sufficient quantities to alter any water drainages or

result in flooding or potential erosion on- or off-site. Therefore this impact would be less than significant.

f) Otherwise substantially degrade water quality?

Less-than-Significant Impact. Please refer to analysis provided in Section 3.9(a) above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project would not place housing within the 100-year floodplain. No impact would occur.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Less-than-Significant Impact. The project site is located outside of the 100-year floodplain and would not be subject to flooding impacts. Therefore this impact is less than significant.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less-than-Significant Impact. The proposed project site is not located in an area identified as subject to inundation from catastrophic dam failure. The San Joaquin River, located approximately 4 miles west of the project, is the closest inland water body. The city is protected by a levee system that has not experienced any issues related to structural integrity. Therefore, this impact is less than significant.

j) Result in inundation by seiche, tsunami, or mudflow?

Less-than-Significant Impact. The proposed project's location is not subject to seiche or tsunami, and the topography is relatively level and not subject to mudflow. The nearest body of water is the San Joaquin River, which is protected by a levee system. Therefore, this impact is less than significant.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
X. Land Use and Planning. Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The city was established as an agricultural service center and agriculture continues to play an important role in the City's economy. The city continues to grow and expand as a result of new neighborhood development throughout the city. During the 1990s, the city began to grow south of SR 120, after approval of the South Area Plan.

The proposed extension of Atherton Drive is located in the southern portion of the city within the South Area Plan area. The project site is bounded by SR 120 to the north, Union Road to the west, Main Street to the east, and Woodward Avenue to the south. Existing land uses in the majority of the project area are agricultural in nature. The project area was recently in active or fallow agricultural production as row crops. Land uses adjacent to the proposed Atherton Drive extension primarily include active and fallow agricultural production, single family residential, and the 120 Highway. New residential neighborhoods and a shopping center are currently planned for development to the south and east end of the project site. Atherton Drive would be extended to the

west from Union Road through existing undeveloped areas.

DISCUSSION

a) Physically divide an established community?

Less-than-Significant Impact. The proposed extension of Atherton Drive would be located adjacent to existing rural residential and agricultural land uses (located to the north) and adjacent to new residential neighborhoods (located to the south) currently under construction. The project would not be located in an established community because only rural residential and agricultural land uses are located in the project area. Therefore, the project would not divide an existing community. This would be a less-than-significant impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The extension of Atherton Drive between Union Road and Main Street is identified in the General Plan and would not conflict with any City policies or regulations. In addition, roadway improvements at the Woodward Avenue/Union Road and Woodward Avenue/Main Street intersections and widening of Union Road between SR 120 and Atherton Drive would not conflict with any City policies or regulations. The project would result in no impacts related to conflicts with any City policies or regulations.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project would not result in any significant impacts related to conflicting with an applicable habitat conservation plan or natural community conservation plan (see Section IV, “Biological Resources,” questions e and f). Therefore, no impact would occur.

3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
XI. 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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒

DISCUSSION

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?

No Impact. The project site is not located in an area that contains known mineral resources. The project area does not contain any state designated mineral resource zones, according to maps prepared by the State Mining and Geology Board. In addition, the General Plan EIR concluded that mineral resources are not a significant environmental issue requiring environmental analysis. Therefore, the proposed project would not result in the loss of availability of a known mineral resource. There would be no impact.

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?

No Impact. The project site is not likely to contain a source of locally important mineral resources and no important sand and gravel or other mineral deposits exist within the project area. In addition, the General Plan EIR concluded that mineral resources are not a significant environmental issue requiring environmental analysis. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource. There would be no impact.

3.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
XII. Noise. Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located in a partially developed, agricultural setting and is characterized as relatively quiet. The only consistent noise source is roadway traffic noise emanating from SR 120. Intermittent noise from surrounding operations, in addition to noise from outdoor activities at nearby land uses (e.g., people talking, dogs barking, operation of landscaping and agricultural equipment), also contribute, to a lesser extent, to the existing noise environment. The nearest noise-sensitive uses are existing residences adjacent to the south of the western portion of the project.

DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less than Significant with Mitigation Incorporated. The proposed project would not be subject to any state or federal noise standards. It would be subject to the General Plan policies and noise ordinances.

The Noise Element of the General Plan identifies goals, standards, and policies designed to ensure that city residents are not subjected to noise beyond acceptable levels. A general objective of the Noise Element is to protect existing noise-sensitive development (e.g., hospitals, schools, churches, and residences) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

In addition, the City's municipal code specifies maximum allowable sound pressure levels for various land uses. Normal household appliances and construction equipment operated between 7:00 a.m. and 7:00 p.m. are exempt from these standards. The maximum sound pressure levels radiated by any use or facility shall not exceed the computed noise level values specified in the following table.

City of Manteca Zoning Ordinance Noise Performance Standards		
Receiving Land Use Category	Time Period	Maximum Exterior Noise Level (A-Weighted Decibels)
Single and Limited Multiple	Family 10 p.m.–7 a.m.	50
	7 a.m.–10 p.m.	60
Multifamily Residential, Public Institutional and Neighborhood Commercial	10 p.m.–7 a.m.	55
	7 a.m.–10 p.m.	60
Medium and Heavy Commercial	10 p.m.–7 a.m.	60
	7 a.m.–10 p.m.	65
Light industrial	Anytime	70
Heavy industrial	Anytime	75
Notes: The following corrections are applicable (apply only one correction): Daytime Operation Only (7 a.m.–7 p.m.): +5 decibels Noise Source Operates Less Than: 20% of any 1-hour period: +5 decibels 5% of any 1-hour period: +10 decibels 1% of any one-hour period: +15 decibels Noise of Impulsive Character (hammering, etc.): -5 decibels Noise Rising or Falling in Pitch or Volume (hum, screech, etc.): -5 decibels		

The General Plan anticipates traffic volumes along Woodward Avenue between Union Road and Airport Way to increase in throughout the build out of the General Plan. The General Plan anticipates Atherton Drive between Union Road and Airport Way to provide volume capacity to alleviate those vehicle trips along Woodward Avenue, which is designed to serve the residential travel needs of the area. The project itself would not result in new trip generation and would in fact alleviate potential traffic congestion on other local roadways. As a result, long-term operation of the proposed project would not result in any unplanned mobile, area, or stationary source noise. The planned surrounding land uses would result in increased roadway traffic on these roadway segments; however, the impacts associated with increased roadway noise would be analyzed in environmental documents associated with those future projects such as within the EIR's for the Sundance and Union Crossing's projects noted earlier. Therefore, the direct operational noise impact associated with this project would be less than significant.

The proposed project involves construction of the new Atherton Drive segment include site grading, clearing, and excavation associated with the site preparation phase, paving, installation of traffic signals, in addition to other miscellaneous road construction operations. Individual equipment noise levels can range from 79 to 91 dBA at 50 feet, as indicated in the table below. The exact number and type of on-site equipment required for the construction activities is not known at this time, but would be anticipated to include excavators, graders, rollers, dozers, scrapers, loaders, and trucks at any one time. The simultaneous operation of such on-site construction equipment could potentially result in combined intermittent noise levels of approximately 96.7 dBA at 50 feet from the project site. Based on these equipment noise levels and assuming a noise attenuation rate of 6 dBA per doubling of distance from the source to receptor, exterior noise levels at nearby sensitive receptors located approximately 250 feet from the project construction could potentially exceed 80 dBA without noise control. These uses could be subject to increases in noise, which would be particularly noticeable during nighttime hours when the expectation of a quieter environment is greater and is also needed for activities such as sleep. Consequently, the temporary construction noise associated with on-site equipment could potentially expose sensitive receptors to noise levels in excess of the applicable City noise standards, and/or result in a noticeable increase (5 dBA) in ambient noise levels. Because construction activities could exceed City noise standards, this would be considered a potentially significant impact.

Typical Equipment Noise Levels
Noise Level in dBA at 50 feet Type of Equipment

Without Feasible Noise Control		With Feasible Noise Control ¹
Loader	79	75
Dozer or tractor	80	75
Crane	83	75
Scraper	88	80
Excavator	88	80
Compactor	82	75
Pile driver	101	95
Backhoe	85	75
Grader	85	75
Generator	78	75
Truck	91	75

¹ Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds in accordance with manufacturers' specifications.

Implementation of the following mitigation measure would reduce potential impacts from construction noise to a less-than-significant level. This would avoid noise creation during the noise-sensitive nighttime hours and it would be consistent with noise ordinance construction exemption criteria.

MITIGATION MEASURE

NOISE-1: All construction in or adjacent to urban areas shall be limited to the daytime hours between 7:00 a.m. and 7:00 p.m., and all construction equipment shall be properly muffled and maintained.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact. Construction activities would not require the use of explosives or pile drivers, or any other activity that would produce substantial groundborne vibration or noise. This is a less-than-significant impact.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-Significant Impact. As discussed in "a" above, the proposed project itself would not result in a permanent increase in ambient noise, and the impact would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Mitigation Incorporated. Construction activities could expose sensitive receptors to increased noise, especially during the nighttime hours. This impact is described in item "a", above. Mitigation Measure NOISE-1 would reduce this impact to a less-than-significant level.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

No Impact. The nearest public airport to the project area is the Stockton Metropolitan Airport, located in Stockton more than 2 miles from the project site.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no known private airstrips located in the project vicinity. Therefore, no impacts to people working at a private airstrip are anticipated to result from implementation of the proposed project.

3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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XIII. Population and Housing. Would the project:

a) Induce substantial 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)?

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

☐	☐	☐	☐	☒
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐	☐	☐	☐	☒
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ENVIRONMENTAL SETTING

The availability of low-cost housing in the city has been a primary factor in population and housing growth. The rate of new housing development in the City has consistently increased over the years with fluctuations from year to year. The City's previous General Plan (1988) emphasized construction of only single-family homes, which resulted in few permits for multiple family housing developments. Between 1988 and 1998, the City issued in excess of 2,600 building permits for the construction of single-family homes. During the same period building permits were issued for the construction of 350 multiple family housing units. Under the current General Plan (2003) a mix of residential development is encouraged. Between 2001 and 2011 the City issued nearly 5,300 building permits for the construction of single-family homes and permits for the construction of 479 multiple family housing units. It is important to note that the current General Plan limits residential development to 3.9% annual growth in housing units through the year 2025.

DISCUSSION

a) **Induce substantial 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)?**

Impact for which General Plan EIR is Sufficient. The project would not construct any new housing or businesses that would result in population growth. However, the project includes the extension of an existing roadway into a previously inaccessible area, which could support future population growth in the area. The General Plan EIR found that implementation of the General Plan would result in population growth. The City's recently updated General Plan Housing Element (2010) estimates the City's population will increase to 108,719 by the year 2030, which would result in direct environmental impacts (e.g., construction of new housing to support population growth) and indirect impacts (e.g., expansion of infrastructure to support population growth).

The General Plan EIR analyzed the potentially significant impacts resulting from an increase in the city's population and concluded that these impacts would be significant and unavoidable. As part of adopting the General Plan, the city council adopted Findings of Fact and a Statement of Overriding Considerations that states there are no specific mitigation measures that would reduce or eliminate environmental impacts associated with increased population in the city. Because the project is identified in the General Plan, population increases that could result from extension of Atherton Drive were sufficiently analyzed in the General Plan EIR. The project would not cause population growth beyond the scope of analysis conducted in the General Plan EIR.

b) **Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?**

No Impact. There are no homes located along the proposed alignment. No impact would occur.

c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. There are no homes located along the proposed alignment. No impact would occur.

3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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XIV. Public Services. Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	☐	☐	☐	☐	☒
Police protection?	☐	☐	☐	☐	☒
Schools?	☐	☐	☐	☐	☒
Parks?	☐	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☐	☒

DISCUSSION

a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?**

No Impact. The proposed project would not require construction of any new or expansion of governmental facilities. In addition, the proposed project does not include construction of new parks or modifications to existing recreational facilities. Therefore, implementation of the proposed project would result in no impacts related to public services.

3.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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XV. Recreation. Would the project:

a) 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?

☐	☐	☐	☐	☒
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b) Include recreational facilities or require the construction or expansion of recreational facilities

☐	☐	☐	☐	☒
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that might have an adverse physical effect on the environment?

DISCUSSION

a) 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?

No Impact. The project does not include construction of any new housing that would create a demand for parks or other recreational facilities. Thus, the project would have no impact to existing park facilities.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The proposed project does not include construction of new parks or modifications to existing recreational facilities. In addition, implementation of the proposed project would not require construction of expansion of recreational facilities in the project area. Thus, there would be no impact.

3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	☒	☐
b) Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Regional access to the project area is provided by SR 120 and local access is provided by Union Road, Airport Way, and Woodward Avenue. SR 120 provides east-west access through the southern portions of the city. Union Road and Main Street provide north-south access and connect with SR 120. Woodward Avenue provides east-west access and parallels SR 120 approximately ½ mile to the north. Access to the proposed alignment is provided by Union Road and Main Street.

DISCUSSION

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Less than Significant Impact. The General Plan anticipates traffic volumes along Woodward Avenue between Union Road and Airport Way to increase in throughout the build out of the General Plan. The General Plan anticipates Atherton Drive between Union Road and Airport Way to provide volume capacity to alleviate those vehicle trips along Woodward Avenue, which is designed to serve the residential travel needs of the area.

The project itself would not result in new trip generation and would in fact alleviate potential traffic congestion on other local roadways. As a result, long-term operation of the proposed project would not result in any unplanned mobile, area, or stationary source noise. The planned surrounding land uses would result in increased roadway traffic on these roadway segments; however, the impacts associated with increased traffic and growth and development have been evaluated in the General Plan EIR and would be further analyzed in environmental documents associated with those future projects, such as within the EIR's for the Sundance and Union Crossing's projects noted earlier. The project itself would not result in new trip generation. Instead, this project would result in the extension of an existing roadway that would contribute to a roadway network that would support planned growth and development within the project area. Therefore, the project would not result in any direct operational traffic impacts.

Project construction would result in short-term construction traffic increases on local roadways. Construction activities would include hauling equipment and materials to and from the project site, construction employee commute trips to and from the project site, and hauling equipment and materials on-site. Construction activities associated with the project are anticipated to take place over approximately 1 year. Given that the project construction is limited to a new section of roadway, no disruptions (i.e. road closures or detours) on existing roadways are anticipated.

- b) **Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

No Impact. Population increases would cause the city to grow as a result of cumulative development occurring into the foreseeable future. Extension and construction of roads would be considered cumulative projects needed to support future cumulative development in the city (e.g., housing, commercial businesses, industrial land uses, parks). The General Plan anticipates significant traffic volume increases along project area roads through 2023. The project itself would not result in new trip generation; however, the project would result in the extension of an existing roadway to a previously inaccessible area. This roadway would be an element of the overall planned roadway network that would support planned growth and development in the project area. The planned surrounding land uses would result in cumulative roadway traffic increases on these roadway segments. The impacts associated with cumulative traffic increases have been appropriately evaluated in the General Plan Circulation Element EIR and would be further analyzed in environmental documents associated with those future projects. Level of Service standards would be enhanced by the construction of this project.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No impact. The closest airport is located 7.5 miles north of the project site and the proposed project would have no effect on air traffic patterns. Thus, there would be no impact.

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

No Impact. Design of the proposed project roadway would meet all design requirements of the City of Manteca Engineering Department roadway standards. Conformance with City roadway standards would ensure that the extension provides safe traffic circulation along its entire length. Construction of the project roadway will improve traffic flows and safety in the project area. Therefore, implementation of the project would result in no impacts related to hazards because of a design feature.

- e) **Result in inadequate emergency access?**

No impact. The project site is in the MFD service area. The MFD is a multipurpose department that supplies fire suppression, investigation, and prevention, along with medical aid response. Extension of Atherton Drive between Union Road and Airport Way would improve emergency access to existing and future uses adjacent to the proposed extension. Given that the project

construction is limited to a new section of roadway, no disruptions (i.e. road closures or detours) on existing roadways are anticipated

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The proposed project would not generate the need for alternative transportation and, therefore, would not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, no impact would occur.

3.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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XVII. Utilities and Service Systems. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that 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?	☐	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. Implementation of the project would not generate any wastewater because no structures are proposed. Therefore, the project would result in no impact.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Implementation of the project would not require water or generate any wastewater because no structures are

proposed. Therefore, the project would result in no impact.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less-than-Significant Impact. Construction of the proposed extension of Atherton Drive would result in additional impervious surfaces in the project area. A new storm water retention basin will be constructed as part of this project to handle storm water that would be collected from approximately 1,600 feet of the eastern section of the new roadway. The storm water retention basin is sized to provide for the regional storm drainage needs of the residential and commercial developments planned and approved to the north and south of the project roadway (i.e., Sundance, Union Crossing). Stormwater from approximately 2,300 feet of the westernmost project roadway will drain to the existing storm water basin south of the project area on Oleander Drive within the Dutra Southeast single family residential subdivision. Stormwater from approximately 210-feet of the easternmost section of new project roadway at the intersection of Union Road and Atherton Drive will drain eastward to the existing stormwater basin within the Antigua single family residential subdivision generally located near the southeast corner of the intersection of Union and Atherton. Construction of the roadway will take place ahead of construction of the approved residential and commercial developments the roadway will serve, which is why the basin will be constructed with the roadway.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less-than-Significant Impact. Construction of the proposed extension of Atherton Drive includes street trees within the median. The street trees will require irrigation that will be installed with construction of the roadway. A 12-inch water main will be installed with the construction of the project to connect to the existing 12-inch water mains stubbed at each end of the project boundary. There are sufficient water supplies available for landscaping irrigation, given that the 12-inch water main is engineered to provide water supply for the existing, approved, and planned residential and commercial uses of the general project area.

e) Result in a determination by the wastewater treatment provider that 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?

No Impact. Implementation of the project would not generate any wastewater treatment because no structures are proposed. Therefore, the project would result in no impact.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. Implementation of the project would not generate any solid waste because no structures are proposed. Therefore, the project would result in no impact.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Implementation of the project would not generate any solid waste because no structures are proposed. Therefore, the project would result in no impact.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Impact for which General Plan EIR is Sufficient	Less than Significant Impact	No Impact
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XVIII. Mandatory Findings of Significance.

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples

☐	☒	☐	☐	☐
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of the major periods of California history or prehistory?

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.)

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

☐	☐	☐	☐	☒
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Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337.

DISCUSSION

a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

Less than Significant with Mitigation Incorporated. As evaluated in this IS/proposed MND, the 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, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory. To reduce impacts to less-than-significant levels, mitigation measures are listed herein for agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation/traffic. If all of the mitigation measures contained in this IS/proposed MND are implemented, there would be a less-than-significant impact from project implementation.

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. The proposed project would provide access to an area previously inaccessible, which could perpetuate future urban development. However, the General Plan identifies the extension of Atherton Drive between Union Road and Airport Way and envisions and has approved urban development in the project area. The project would be designed to support future urban development in the project area. Environmental impacts identified in this IS/proposed MND that would result from implementation of the project are temporary and would only occur during construction activities. After construction completes, the project would not add considerably to any cumulative impacts in the region, either as proposed or as modified through mitigation, as discussed in each of the Environmental Checklist sections contained in this IS/proposed MND.

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

No Impact. The project would not result in environmental effects that would cause substantial adverse direct or indirect effects on human beings. In fact, implementation of the proposed project would provide a beneficial impact by constructing a new roadway and roadway improvements that would improve traffic circulation in the project area.