



REVISED ADDENDUM TO THE

ENVIRONMENTAL IMPACT REPORT

FOR THE

MANTECA GENERAL PLAN UPDATE
(SCH: 2020019010)

FEBRUARY 2024

(REPLACES VERSION DATED JANUARY 2024; APPENDIX A
REVISED FEBRUARY 28, 2024)

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

A Land Use Planning, Design, and Environmental Firm



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1.0 INTRODUCTION

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This document has been prepared to serve as an Addendum to the certified Environmental Impact Report (EIR) (State Clearinghouse Number 2020019010) for the City of Manteca General Plan Update (Original Project). The City of Manteca (City) is the lead agency for the environmental review of the proposed General Plan 2043 Amendment project (General Plan Amendment or Modified Project). The City will consider the potential environmental impacts of the Modified Project when it considers whether or not to approve these changes as part of the Original Project. This Addendum is an informational document, intended to be used in the planning and decision making process. The Addendum neither recommends approval nor denial of the proposed revisions to the Original Project.

This Addendum addresses the Modified Project in relation to the previous environmental review prepared for the City of Manteca General Plan Update pursuant to CEQA Guidelines Section 15164.

In preparing this Addendum, information and technical analyses from the Original Project's EIR were used and evaluated further to determine whether the Modified Project would result in any new impacts to the environment or exacerbation of existing impacts. In summary, the Addendum concludes that the proposed changes to the Original Project will not result in new significant impacts nor substantially increase the severity of previously disclosed impacts beyond those already identified in the Original Project. As such, a subsequent or supplemental EIR is not warranted. Relevant passages from the Original Project EIR (consisting of the General Plan Recirculated Draft EIR dated November 2022 [Draft EIR] and Final EIR dated June 2023 [Final EIR]) are cited herein, incorporated into this Addendum as though fully set forth herein, and are available for review at:

Available online:
<https://manteca.generalplan.org>
or
During City business hours at:
City of Manteca
Development Services Department
1215 W. Center Street, Suite 201
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1.1 BACKGROUND AND PURPOSE OF THE EIR ADDENDUM

The Original Project EIR was certified by the City Council on July 18, 2023. The Original Project, as analyzed in the EIR, was adopted by the City Council on July 18, 2023. The Original Project EIR was prepared to examine the potential environmental effects of the buildout of the General Plan, as well as implementation of the policies and programs of the General Plan. The General Plan includes 10 elements, including the adopted Housing Element (the Original Project retained the 2015-2023 Housing Element and did not include any modifications). The General Plan addressed future growth and development in the City, the Sphere of Influence (SOI), and the Planning Area. The General Plan is referred to as the "Original Project" in this EIR Addendum. The Original Project is described in detail in Chapter 2 of the Draft EIR.

Since certification of the EIR, Delicato Winery committed to the City to provide \$50,000 towards the design and review of a regional park and also grant the City land for a future extension of Roth Road, at no charge to the City. As a result, the City has undertaken the Modified Project to re-envision growth in the northern portion of the Planning Area and to accommodate these considerations. The Modified Project is a targeted amendment to the Original Project to address modifications to the Land Use Map and Land Use Element, Circulation Element and Major Streets Master Plan, as well as revisions throughout the Original Project to ensure internal consistency with the land use changes.

The CEQA analysis approach to the Modified Project considered whether the Modified Project meets the criteria for an Addendum, as established by CEQA and the CEQA Guidelines. In determining whether an Addendum is the appropriate document to analyze the Modified Project, CEQA Guidelines Sections 15162(b) and 15164 (Addendum to an EIR or Negative Declaration). Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.*

The program-level analysis in the EIR and this Addendum considers the broad environmental effects of the Original Project and Modified Project, respectively. The EIR and Addendum will be used to evaluate subsequent projects and activities under the Modified Project. This environmental review is intended to provide the information and environmental analysis necessary to assist public agency decision-makers in considering approval of the Modified Project, but not to the level of detail to consider approval of subsequent development or infrastructure projects that may occur after adoption of the General Plan. Additional environmental review under CEQA may be required for subsequent projects and would be generally based on the subsequent project's consistency with the General Plan and the analysis in the EIR and Addendum, as required under CEQA. When individual subsequent projects, including development projects, infrastructure projects, and other activities under the General Plan, are proposed for the City's decision-makers' consideration, the City will examine the projects or activities to determine whether their effects were adequately analyzed in the program EIR (CEQA Guidelines Section 15168), inclusive of the Addendum. If the subsequent projects or activities would have no effects beyond those disclosed in this EIR, no further CEQA compliance would be required.

1.2 BASIS FOR DECISION TO PREPARE AN ADDENDUM

When an EIR has been certified for a project, Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining whether a subsequent EIR, subsequent negative declaration, addendum, or no further documentation be prepared in support of further agency

action on the project. Under these Guidelines, a subsequent EIR or negative declaration shall be prepared if any of the following criteria are met:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, and addendum, or no further documentation.

Based on review of the proposed Modified Project, no new significant environmental effects, no substantial increase in the severity of previously identified environmental effects, and no new information of substantial importance that would require major changes to the Original Project EIR pursuant to CEQA Guidelines Section 15162(a) have been identified. Furthermore, there are no mitigation measures or alternatives that would substantially reduce one of more significant effects on the environment. Therefore, a subsequent EIR is not warranted for this project.

The Modified Project is consistent with the analysis presented in the Original Project EIR as discussed below (3.0 Environmental Analysis) and would not increase the density or intensity of development resulting in environmental impacts beyond those envisioned for and analyzed in the adopted 2043 General Plan. In general, it is anticipated that impacts related to aesthetics, air quality, agricultural, biological, and cultural resources, geology and soils, greenhouse gas emissions, hazards, hydrology and water quality, land use and planning, population and housing, public services, transportation and traffic, utilities, and wildfire would be comparable under the Modified Project when compared to the Original Project previously analyzed in the Original Project EIR.

As demonstrated in the environmental analysis provided in Section 3.0 (Environmental Analysis), the Modified Project does not meet the criteria for preparing a subsequent EIR or negative declaration. An addendum is appropriate here because, as explained in Section 3.0, none of the conditions calling for preparation of a subsequent or supplemental EIR have occurred.

2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed General Plan Amendment project, which is also referred to as the “Modified Project” in this Addendum. The reader is referred to Section 3.0 (Environmental Analysis) of this Addendum for the analysis of environmental effects of the Modified Project in relation to the analysis contained in the Original Project EIR.

2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING

The Modified Project proposed limited changes to lands within the extent of the City’s General Plan Planning Area. The location of the City and Planning Area is described in Section 2.2 of the Draft EIR and shown on Draft EIR Figure 2.0-2. The environmental setting is described in the Draft EIR, Chapters 2.0 through 4.0. The Modified Project would not make any modifications to the City or Planning Area boundaries or location of the Original Project.

2.2 MODIFIED PROJECT PURPOSE

The purpose of the Modified Project is to update the Original Project to incorporate a revised vision for a portion of the City's northern planning area, generally bounded by the Highway 99 on the east, Union Road on the west, Lovelace Road on the north, and the City limit on the south. The purpose of the Modified Project is:

- Implement the Settlement Agreement between the City of Manteca and Delicato Family Wines;
- Promote jobs access in northern Manteca through the application of industrial and commercial General Plan land use designations and M-1 Zoning Classification;
- Reduce congestion and traffic impacts through the planned construction of the future Roth Road interchange;
- Provide a park of at least 50 acres to act as a buffer from existing and planned residential uses with the new industrial/business/commercial uses and provide new recreational amenities for residents;
- Remove residential uses from the area identified as Figure LU-9 Map Area on Figure 1; and
- Refine the location of the future Roth Road extension.

2.3 PROJECT CHARACTERISTICS AND DESCRIPTION

The Modified Project will revise the General Plan Land Use Element to create additional job-generating and recreational opportunities in the Planning Area west of Highway 99, modify the future Roth Road alignment, revise the Circulation Element to modify the future Roth Road alignment and include an express policy requiring project applicants to pay for their fair share towards roadway and related impacts. The Modified Project will also revise Original Project figures and text to ensure internal consistency. The components of the Modified Project are described in detail below.

Land Use Element

The following revisions will be made to the Land Use Element:

- The Land Use Map, General Plan Figure LU-2, is revised to revise Low Density Residential, Medium Density Residential, High Density Residential, and Business Industrial Park land use designations to a combination of Industrial, Commercial, and Park land uses as shown on Figure 1.
- The Industrial land use designation description in Table LU-1, Land Use Designations, is revised to allow business and business office, agricultural processing, commercial, and agriculture-related ancillary uses and to specify that residential uses are not permitted.
- Policy LU-8.8 is added to identify the purpose of the Map Area of Figure LU-9, describe allowed land uses, including a minimum 50-acre park site, describe planned zoning for the area when annexed into the City, and prohibit residential uses.

The Land Use Map changes would change the amount of planned land use designations as shown in Table 1.

TABLE 1: COMPARISON OF THE ADOPTED 2043 GENERAL PLAN LAND USE DESIGNATIONS TO THE 2043 GENERAL PLAN AMENDMENT LAND USE DESIGNATIONS FOR THE AFFECTED AREA

<i>LAND USE DESIGNATION</i>	<i>2043 GENERAL PLAN (JULY 18, 2023)</i>	<i>2043 GENERAL PLAN AMENDMENT</i>	<i>CHANGE</i>
Agricultural Industrial	39.2	39.2	0.0
Business Industrial Park	46.0	0	-46.0
Industrial	0.0	256.6	256.6
Commercial	15.9	18.2	2.3
High Density Residential	12.0	0.0	-12.0
Low Density Residential	342.6	116.9	-225.7
Medium Density Residential	6.1	0.0	-6.1
Very Low Density Residential	3.2	3.2	0.0
Park	24.1	55.0	30.9
TOTAL	489.1	489.1	0.0

Circulation Element

The following revisions will be made to the Circulation Element:

- The Major Streets Circulation Plan, General Plan Figure C-1, is revised to refine the anticipated alignment of the future Roth Road extension and taking into consideration land that will be granted by Delicato Winery to the City for this purpose.
- Policy C-2.4 is added to ensure project applicants pay for their fair share towards roadway and related impacts by requiring construction and/or financing of new or expanded roadways for all development projects requiring a subdivision map.
- Action C-2e is added to address the extension of Roth Road from S. Airport Way to Highway 99, including measures to address effects of the road on adjacent agricultural land uses.

General Plan Consistency

General Plan Figures LU-3, LU-7, ED-1, and S-3 will be revised to reflect the proposed changes to the Land Use Map as shown on Figure 1.

Zoning Code Text Amendment

Table 17.22.020-1, Allowed Uses And Required Entitlements For Manteca’s Base Zoning Districts, of the Manteca Municipal Code is revised to allow the following uses: a) business and business office, b) agricultural processing, c) commercial, and d) agriculture related ancillary uses in the M-1 Light Industrial Zoning Classification and to prohibit permanent and temporary residential uses in the M-1 Light Industrial Zoning Classification.

General Plan Land Uses and Growth Projections

The Modified Project will result in changes to the acreages designated for residential, commercial, industrial, and parks uses. Table 1 identifies the Original Project land use designations by acreage as evaluated in the Original Project EIR and the land use designations by acreage proposed by the Modified Project.

TABLE 2: MODIFIED PROJECT CHANGE TO ORIGINAL PROJECT – LAND USE DESIGNATIONS

<i>LAND USE DESIGNATION</i>	<i>MODIFIED PROJECT (ACRES¹)</i>	<i>ORIGINAL PROJECT (ACRES¹) DRAFT EIR TABLE 2.0-1</i>	<i>CHANGE</i>
<i>Residential Land Uses</i>			
Very Low Density Residential	492	492	0
Low Density Residential	8,017	8,274	-226
Medium Density Residential	673	679	-6
High Density Residential	458	470	-12
<i>Residential Subtotal</i>	<i>9,640</i>	<i>9,915</i>	<i>-244</i>
<i>Mixed Use Land Uses</i>			
Commercial Mixed Use	673	673	0
Downtown	160	160	0
<i>Mixed Use Subtotal</i>	<i>832</i>	<i>833</i>	<i>0</i>
<i>Commercial, Professional, and Industrial Land Uses</i>			
Business Professional	83	83	0
Business Industrial Park	249	295	-46
Commercial	1,205	1,203	2
Industrial	2,519	2,262	257
Agricultural Industrial	232	232	0
<i>Commercial, Professional, and Industrial Subtotal</i>	<i>4,288</i>	<i>4,075</i>	<i>213</i>
<i>Public Land Uses</i>			
Public/Quasi-Public	1,344	1,344	0
Park	781	726	55
Open Space	471	471	0
<i>Public Subtotal</i>	<i>2,596</i>	<i>2,541</i>	<i>55</i>
<i>Other Land Uses</i>			
Agriculture	4,004	4,004	1
Right-of-Way	179	179	0
Water	180	180	0
<i>Other Subtotal</i>	<i>4,364</i>	<i>4,364</i>	<i>0</i>
<i>Urban Reserve</i>			
Urban Reserve – Very Low Density Residential	775	775	0
Urban Reserve – Low Density Residential	808	808	0
Urban Reserve – Medium Density Residential	28	28	0
Urban Reserve – High Density Residential	19	19	0
Urban Reserve – Commercial Mixed Use	0	0	0
Urban Reserve – Business Industrial Park	302	302	0
Urban Reserve – Commercial	0	0	0
Urban Reserve – General Commercial	0	0	0
Urban Reserve – Industrial	694	694	0

MANTECA GENERAL PLAN EIR ADDENDUM

<i>LAND USE DESIGNATION</i>	<i>MODIFIED PROJECT (ACRES¹)</i>	<i>ORIGINAL PROJECT (ACRES¹) DRAFT EIR TABLE 2.0-1</i>	<i>CHANGE</i>
Urban Reserve – Light Industrial	0	0	0
Urban Reserve – Open Space	4	4	0
Urban Reserve – Park	18	18	0
Urban Reserve – Public/Quasi-Public	30	30	0
Urban Reserve – Agriculture	0	0	0
Urban Reserve	0	0	0
<i>Urban Reserve Subtotal</i>	<i>2,677</i>	<i>2,677</i>	<i>0</i>
TOTAL	24,404	24,404	0
¹ Numbers may not add to 100% due to rounding			

The Modified Project will result in changes to the growth anticipated for the General Plan. Table 2 identifies the growth projections for the Modified Project and the proposed change in comparison to the growth projections for the Original Project as considered in the Original Project EIR

TABLE 3: MODIFIED PROJECT CHANGE TO ORIGINAL PROJECT – GROWTH PROJECTIONS

<i>DEVELOPMENT TYPE</i>	<i>MODIFIED PROJECT</i>	<i>ORIGINAL PROJECT DRAFT EIR TABLE 2.0-2</i>	<i>CHANGE</i>
<i>Residential</i>			
Single Family Units	19,954	20,891	-937
Multifamily Units	16,853	17,212	-359
Total Units	36,807	38,103	-1,296
<i>Non-Residential</i>			
Non-residential Square Footage	31,381,062	28,713,612	2,667,450
Jobs	29,380	27,448	1,932

INSERT Figure 1

3.0 ENVIRONMENTAL ANALYSIS

This section of the Addendum provides analysis and cites substantial evidence that supports the City's determination that the Modified Project does not meet the criteria for preparing a subsequent or supplemental EIR under CEQA Guidelines Section 15162.

As addressed in the analysis below, the proposed modifications associated with the Modified Project are not substantial changes to the adopted project. The proposed modifications would not cause a new significant impact or substantially increase the severity of a previously identified significant impact from the Final EIR (CEQA Guidelines Section 15162[a][1]) that would require major revisions to the EIR. All impacts would be similar to the impacts previously analyzed in the Final EIR. Accordingly, the proposed modifications associated with the Modified Project are not inconsistent with the Original Project EIR.

The proposed changes do not cause a new significant impact or substantially increase the severity of a previously identified significant impact, and there have been no other changes in the circumstances, mitigation measures or alternatives that meet this criteria (CEQA Guidelines Section 15162[a][2]). There have been no significant changes in the environmental conditions not contemplated and analyzed in the EIR that would result in new or substantially more severe environmental impacts.

There is no new information of substantial importance (which was not known or could not have been known at the time of the application (see Section 3.0), that identifies: a new significant impact (condition "A" under CEQA Guidelines Section 15162[a][3]), a substantial increase in the severity of a previously identified significant impact (condition "B" CEQA Guidelines Section 15162[a][3]), mitigation measures or alternatives previously found infeasible that would now be feasible and would substantially reduce one or more significant effects, or mitigation measures or alternatives which are considerably different from those analyzed in the EIR which would substantially reduce one or more significant effects on the environment (conditions "C" and "D" CEQA Guidelines Section 15162[a][3]). The reader is referred to City Council Resolution No. R2023-99 regarding findings on the feasibility of mitigation measures and alternatives evaluated in the EIR. None of the "new information" conditions listed in the CEQA Guidelines Section 15162[a][3] are present here to trigger the need for a Subsequent or Supplemental EIR.

CEQA Guidelines Section 15164 states that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." An addendum is appropriate here because, as explained above, none of the conditions calling for preparation of a subsequent EIR have occurred.

The following includes a detailed discussion of applicable impacts identified under the EIR in relation to the Modified Project. All impacts identified under the EIR for the Original Project have been determined to be less than significant, less than significant with mitigation, significant and unavoidable, less than cumulatively considerable, or cumulatively considerable. As described in the following discussion, the Modified Project would not result in a change to any impact determinations, including an increase in significance of environmental impacts or in new significant environmental impacts.

The following discussion identifies the environmental topics addressed in the EIR, provides a summary of impacts associated with the Original Project, as described in the EIR, and includes an analysis of the potential impacts associated with the Modified Project when compared to the Original Project.

3.1 AESTHETICS

Aesthetic impacts associated with the Original Project were identified and discussed in Section 3.1, Aesthetics and Visual Resources, of the Original Project EIR (Draft EIR, pages 3.1-1 through 3.1-18, 4.0-6, and 4.0-7). The Original Project EIR analyzed the following impacts associated with Aesthetics:

- Impact 3.1-1:** General Plan implementation would not have a substantial adverse effect on a scenic vista (Less than Significant)
- Impact 3.1-2:** General Plan implementation would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (Less than Significant)
- Impact 3.1-3:** General Plan implementation would not, in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings, or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (Less than Significant)
- Impact 3.1-4:** General Plan implementation would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (Less than Significant)
- Impact 4.2:** Cumulative impact to agricultural lands and resources (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.1-1, 3.1-2, 3.1-3, 3.1-4 and 4.2 (see Draft EIR, pages 3.1-7 through 3.1-18, 4.0-6, and 4.0-7), the Original Project provides for protection of visual features through designating agricultural and open space lands in the eastern, southern, and southwestern portions of the Planning Area and through establishing policies and actions to protect views of visual features. The Original Project's policies and actions address impacts to aesthetic and visual resources through promoting, maintaining, and conserving open space, agricultural, and riparian areas and preserving public views, ensuring visually-appropriate site design and amenities, and integrating visual quality and land use compatibility through addressing compatibility with adjacent uses, building massing, design, connectivity, and walkability. The Original Project establishes policies and actions to ensure that new development does not result in significant increases of light and glare. The Original Project establishes policies and actions to address the regulation and reduction of daytime glare and nighttime lighting, including requirements that residential, commercial, and employment-generating projects do not generate excessive glare or light onto adjacent properties, new employment-generating projects are designed to minimize glare and light impacts onto residential uses, and projects developing on the fringes of the City or in rural or agricultural areas are designed to be compatible with the area, including the city's light and glare standards. Development is also required to comply with Manteca Municipal Code outdoor lighting requirements.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project. As described in Chapter 2.0, Project Description, the Modified Project would result in an increase in the potential for industrial, commercial, and park development on areas designated for residential (low, medium, and high density), business industrial park, commercial, and park uses by the Original Project General Plan (see Figure 1 and Table 1). The Modified Project would allow for an increase in parks and industrial development, which could result in a larger scale of development, including

increased building sizes and heights on the sites designated for industrial uses and a decrease in scale of development on the area designated for park uses, in comparison to that anticipated under the Original Project, particularly on sites designated Low Density Residential and Medium Density Residential land uses. Future development under the Modified Project would be subject to the Manteca Municipal Code and to the Modified Project's policies and actions, which are retained from the Original Project, identified to reduce potential impacts associated with visual character, scenic resources and vistas, and light and glare. These policies and actions are detailed on pages 3.1-9 through 3.1-13, 3.1-17, and 3.18-18 of the Original Project EIR and include, but are not limited to:

Policies

LU-1.2: Promote land use compatibility through use restrictions, development standards, environmental review, and design considerations.

LU-3.2: Require the design of new residential development to be consistent with any applicable design guidelines, including complete streets standards, to ensure harmony with Manteca's unique character and compatibility with existing surrounding land uses.

LU-3.8: Where planned residential areas and expansions of existing residential neighborhoods interface with commercial, industrial, agricultural industrial, and other non-residential development, require that the proposed development be designed to maximize the compatibility between the uses and reduce any potentially significant or significant impacts associated with aesthetics, land use and planning, air quality, noise, safety, odor, and lighting that are identified through the California Environmental Quality Act (CEQA) review to less than significant.

LU-4.4: Ensure that all commercial and other non-residential development is compatible with adjacent land uses, particularly residential uses, based upon the location and scale of buildings, lighting, and in conformance with the noise standards of the Safety Element. When development is incompatible, require commercial uses to provide adequate buffers and/or architectural features to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.

LU-5.4: Ensure that employment-generating development, such as industrial, warehouse, distribution, logistics, and fulfillment projects, does not result in adverse impacts (including health risks and nuisances), particularly to residential uses and other sensitive receptors, including impacts related to the location and scale of buildings, lighting, noise, smell, and other environmental and environmental justice considerations. When development is incompatible, require adequate buffers and/or architectural consideration to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.

LU-10.1: Promote the provision of both public and private open space within Manteca to provide visual contrast with the built-environment and to increase recreational opportunities for Manteca residents. Private open space shall not be considered for public use, other than as visual open space, and shall not be constrained from other uses as identified in the General Plan, unless as provided for by agreement with the land owner.

CD-1.1: Require development projects to preserve positive characteristics and unique features of the site and consider the scale and character of adjacent uses.

CD-1.4: Emphasize native, drought-tolerant landscaping as a fundamental design component, retaining mature landscaping when appropriate, to reinforce a sense of the natural environment and to maintain an established appearance.

CD-1.5: *Require property owners to maintain structures and landscaping to high standards of design, health, and safety.*

CD-1.7: *Minimize the visual impacts of public and private communication, service, and utility facilities by requiring the provider to incorporate sensitive site design techniques, including, but not limited to the placement of facilities in less conspicuous locations, the undergrounding of facilities wherever possible, incorporating aesthetic features such as murals and civic enhancements, and the screening of facilities.*

CD-2.7: *Ensure that new development and redevelopment reinforces desirable elements of its neighborhood, district, or center, including architectural style, scale, and setback patterns.*

CD-2.11: *Encourage the incorporation of lighting into signage design when appropriate in order to minimize glare and light spillage while accentuating the design of the signage.*

CD-4.7: *Design neighborhoods in new growth areas to incorporate the following characteristics:*

- *The edges of the neighborhood shall be identifiable by use of landscaped areas along major streets or natural features, such as permanent open space. Primary arterial streets may be used to define the boundaries of neighborhoods. The street system shall be designed to discourage high volume and high speed traffic through the neighborhood.*
- *Neighborhoods shall be not more than one mile in length or width.*
- *Each neighborhood shall include a distinct center, such as an elementary school, neighborhood park(s), and/or a mixed-use commercial area within a reasonable walking distance of the homes, approximately one-half mile.*
- *Each neighborhood shall include an extensive pedestrian and bikeway system comprised of complete street elements, including but not limited to sidewalks and bike lanes along streets and dedicated trails.*

CD-6.1: *Encourage the mixing of land uses, where appropriate, but provide physical separation and/or buffers between incompatible land uses.*

CD-6.2: *Encourage the use of creative and functional (for example, stormwater capture) landscape design to create visual interest and reduce conflicts between different land uses.*

CD-6.4: *Avoid the blocking of public views by solid walls.*

CD-6.5: *Use open space, greenways, recreational lands, and water courses as community separators.*

CD-8.1: *To the extent possible, require new development to retain or incorporate visual reminders of the agricultural heritage of the community.*

Actions

LU-3e: *Develop and periodically update design and performance standards that update and complement the Zoning Code to provide recommended design solutions available to proposed development projects to reduce impacts associated with aesthetics, noise, safety, odor, glare, and lighting, including land use conflicts between residential uses and nearby industrial and agricultural uses, in compliance with the Zoning Code, as amended.*

LU-4b: *As part of the City's development review process, ensure that commercial projects are designed to minimize conflicts with residential uses. Review of commercial projects should ensure that the following design concepts are avoided in projects that abut residential areas:*

- *Inappropriate building scale and/or siting on the lot.*
- *Excessive glare or excessive impacts from light sources onto adjacent properties.*
- *Excessive noise generated from freight and waste management activities during night hours.*
- *Excessive air pollutant emissions from freight trucks and large expanses of parking lot areas.*

LU-5d: As part of the City's development review process, continue to ensure that employment-generating projects are designed to minimize conflicts with residential uses, sensitive receptors, and disadvantaged communities. Review of employment generating projects should ensure that the following design concepts are addressed in projects that abut residential areas, sensitive receptors, or disadvantaged communities:

- *Appropriate building scale and/or siting;*
- *Site design and features to protect residential uses and other sensitive receptors, developed or undeveloped, from impacts of non-residential development activities that may cause unwanted nuisances and health risks and to ensure that disadvantaged communities are not exposed to disproportionate environmental or health risks. The site design and features shall be based on best management practices as recommended by CARB, SJVAPCD, and the California Attorney General;*
- *Site design and noise-attenuating features to avoid exposure to excessive noise due to long hours of operation or inappropriate location of accessory structures;*
- *Site and structure design to avoid excessive glare or excessive impacts from light sources onto adjacent properties; and*
- *Site design to avoid unnecessary loss of community and environmental resources (archaeological, historical, ecological, recreational, etc.).*

CD-1a: With robust community and volunteer engagement, implementing a program of local improvements, including, but not limited to, street tree planting, annual clean-up days, sidewalk installation and repair, and similar local activities, to enhance the visual quality of the city.

CD-4a: As part of the design review of development and capital projects, encourage the integration of civic, cultural, natural, art, and other themes that create a sense of place for each neighborhood, district, and center, and contribute to the overall character of the community.

CD-5d: Establish design guidelines for non-residential uses within 200 feet of SR 99 and SR 120. The guidelines should address the following concepts.

- *New office and commercial land use shall provide attractive landscaping, lighting, and signage adjacent to all buildings oriented to SR 99 or SR 120.*
- *Encourage buildings that include attractive focal elements, such as a tower or articulated roofline in each non-residential development adjacent to SR 99 or SR 120 to serve as visual landmarks.*
- *New non-residential buildings oriented to SR 99 or SR 120 shall provide an attractive facade similar in articulation, and using the same materials and colors, as the primary facade of the building.*
- *Truck loading and refuse collection areas adjacent to SR 99 and SR 120 shall be screened from view.*
- *The landscape along SR 120 and SR 99 will reflect the natural character of the region in the selection of trees and groundcover.*

CD-8a: Require projects developing on the fringe of the City or adjacent to agricultural or rural residential uses to be compatible with the character of the area, including implementing the City's light and glare standards, use of appropriate materials and design, and siting of more intense uses away from rural and agricultural uses, where feasible.

Overall, visual impacts expected from the minor changes associated with the Modified Project are anticipated to be minor and not significant, especially since as with the Original Project, both must comply with the Modified Project's policies and programs in the General Plan, the Manteca Municipal Code, and applicable regulations. These requirements would ensure the Modified Project's potential to affect scenic vistas, degrade existing visual character or conflict with applicable zoning and regulations governing scenic quality, or create new sources of substantial light and glare which would adversely affect day or nighttime views would be reduced to less than significant as with the Original Project. Furthermore, at least 50 acres of the Modified Project area will be designated for Park use, where the aesthetic impacts will be further reduced when compared to the Original Project. There are no State scenic highways located in the

Planning Area and there is no change to the location of areas visible to or from state scenic highways. There would be no new significant impacts or increase in the significance of impacts associated with aesthetics and visual resources. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.2 AGRICULTURAL AND FOREST RESOURCES

Agricultural and forest impacts associated with the Original Project were identified and discussed in Section 3.2, Agricultural and Forest Resources, of the Original Project EIR (Draft EIR, pages 3.2-1 through 3.2-28, 4.0-7, and 4.0-8). There are no forestry resources designated within the Study Area. The Original Project EIR analyzed the following impacts associated with Agricultural and Forest Resources:

- Impact 3.2-1:** General Plan implementation would result in the conversion of farmlands, including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, to non-agricultural use (Significant and Unavoidable)
- Impact 3.2-2:** General Plan Implementation would conflict with existing zoning for agricultural use, or a Williamson Act Contract (Significant and Unavoidable)
- Impact 3.2-3:** General Plan implementation would not result in the loss of forest land or conversion of forest land to non-forest use (No Impact)
- Impact 3.2-4:** General Plan implementation would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use (Less than Significant)
- Impact 4.2:** Cumulative impact to agricultural lands and resources (Cumulatively Considerable and Significant and Unavoidable)

As discussed in the Original Project EIR under Impacts 3.2-1, 3.2-2, 3.2-3, and 4.2 (see Draft EIR, pages 3.2-15 through 3.2-23, 4.0-7, and 4.0-8), the Original Project accommodates conversion of farmlands, including approximately 201 acres of Prime Farmland and 1,281 acres of Farmland of Statewide Importance, to urban land uses (Business Industrial Park, Commercial, Commercial Mixed-Use, Industrial, High Density Residential, Medium Density Residential, Low Density Residential, Very Low Density Residential, Park, Public/Quasi Public, and roadway right of way and would allow for development of urban uses on and adjacent to lands zoned for agricultural uses, including lands under Williamson Act contract. The Original Project resulted in significant and unavoidable impacts and a cumulatively considerable impact associated with the conversion of farmlands and potential to conflict with existing zoning for agricultural uses. As discussed in the Original Project EIR under Impact 3.2-3 (see Draft EIR, pages 3.2-2), the Original Project would have no impact on forest land as no forest land is present in the Planning Area.

The Original Project establishes policies and actions to protect, enhance, and preserve agricultural lands within the Planning Area, including encouraging the development of vacant lands within City boundaries prior to conversion of agricultural lands and ensure that urban development near existing agricultural lands will not unnecessarily constrain agricultural practices or adversely affect the economic viability of nearby agricultural operations, including measures to which encourage coordination LAFCO on issues of the conservation of agricultural land; promoting the enrollment in Williamson Act contracts; promoting the establishment of adequate buffers between agricultural and urban land uses; prohibiting the redesignation of Agricultural lands to other land use designations unless specific findings are made; and requiring future development projects to reduce impacts on agricultural lands through the use of buffers, such as greenbelts, drainage features, parks, or other improved and maintained features. The City implements additional regulations aimed at protecting agricultural lands throughout the Planning Area,

including the Agricultural Mitigation Fee Program established by Manteca Municipal Code Chapter 13.42 and the Right to Farm ordinance established by Manteca Municipal Code Chapter 8.24.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project. As described in Chapter 2.0, Project Description, the Modified Project would result in an increase in the potential for industrial, commercial, and park development on areas designated for residential (low, medium, and high density), business industrial park, commercial, and park uses by the General Plan and these uses would occur on sites designated for urbanization in the Original Project as shown in Figure 1 and summarized in Table 1.

Future development under the Modified Project would be subject to the Manteca Municipal Code and would be required to implement the Modified Project's policies and actions, which are retained from the Project, identified to reduce potential impacts associated with conversion of farmlands, conflicts with existing agricultural zoning, and conflicts with a Williamson Act contract. The Modified Project would not identify any new sites for urbanization or development that were not previously analyzed or designated for development by the Original Project and addressed in the Original Project EIR and thus would not change the potential for agricultural uses to be converted to urban uses. The Modified Project does not include any modifications to the Original Project policies and actions, including those in the Land Use Element and the Resource Conservation Element, that address and reduce impacts to agricultural resources. These policies and actions are detailed on pages 3.2-18 through 3.2-20 of the Original Project EIR and include, but are not limited to:

Policies

RC-7.1: Support the continuation of agricultural uses on lands designated for urban use, until urban development is imminent.

RC-7.2: Provide an orderly and phased development pattern, encouraging the development of vacant lands within City boundaries prior to conversion of agricultural lands, so that farmland is not subjected to premature development pressure.

RC-7.3: Encourage permanent agricultural lands surrounding the Planning Area to serve as community separators and continue the agricultural heritage of Manteca.

RC-7.4: Support and encourage the preservation of designated Agriculture lands, without placing an undue burden on agricultural landowners.

RC-7.5: Minimize conflicts between agricultural and urban land uses.

RC-7.6: Ensure that urban development near existing agricultural lands will not unnecessarily constrain agricultural practices or adversely affect the economic viability of nearby agricultural operations.

RC-7.7: Prohibit the fragmentation of agricultural parcels into small rural residential parcels except in areas designated for urban development in the Land Use Diagram.

RC-7.8: Encourage agricultural landowners in Manteca's Planning Area to participate in Williamson Act contracts and other programs that provide long-term protection of agricultural lands. Discourage the cancellation of Williamson Act contracts outside the Primary Urban Service Boundary line.

RC-7.9: Work with the Local Agency Formation Commission (LAFCO) on issues of mutual concern including the conservation of agricultural land through consistent use of LAFCO policies, particularly those related to

conversion of agricultural lands and establishment of adequate buffers between agricultural and non-agricultural uses, and the designation of a reasonable and logical Sphere of Influence boundary for the City.

RC-7.10: Prohibit re-designation of Agricultural lands to other land use designations unless all of the following findings can be made:

- a. There is a public need or net community benefit derived from the conversion of the land that outweighs the need to protect the land for long-term agricultural use.
- b. There are no feasible alternative locations for the proposed project that are either designated for non-agricultural land uses or are less productive agricultural lands.
- c. The use would not have a significant adverse effect on existing or potential agricultural activities on surrounding lands designated Agriculture.

RC-7.11: Require the development projects to reduce impacts on agricultural lands through the use of buffers, such as greenbelts, drainage features, parks, or other improved and maintained features, in order to separate residential and other sensitive land uses, such as schools and hospitals, from agricultural operations and from lands designated Agriculture and through payment of the Agricultural Mitigation Fee established by Municipal Code Chapter 13.42, as may be amended.

RC-7.12: Work with agricultural landowners to improve practices that have resulted in adverse impacts to adjacent properties. Such practices include site drainage and flood control measures.

RC-7.13: Support the procurement of expanded and additional water rights which provide for contractual supply reliability for agricultural use.

RC-7.14: Do not extend water and sewer lines to noncontiguous urban development that would adversely affect agricultural operations.

RC-7.15: Encourage small-scale food production, such as community gardens and cooperative neighborhood growing efforts, on parcels within the City limits, provided that the operations do not conflict with existing adjacent urban uses.

RC-7.16: Encourage Manteca Unified School District and the Delta Community College District to maintain school farm facilities and associated education programs.

RC-7.17: Encourage and support the development of new agricultural related industries featuring alternative energy, utilization of agricultural waste, biofuels, and solar or wind farms.

RC-7.18: Require that agricultural landowners in Manteca's Planning Area which are under a current Williamson Act contract and plan to file for non-renewal or cancel the contract notify the California Department of Conservation.

Actions

LU-4b: As part of the City's development review process, ensure that commercial projects are designed to minimize conflicts with residential uses. Review of commercial projects should ensure that the following design concepts are avoided in projects that abut residential areas:

- Inappropriate building scale and/or siting on the lot.
- Excessive glare or excessive impacts from light sources onto adjacent properties.
- Excessive noise generated from freight and waste management activities during night hours.
- Excessive air pollutant emissions from freight trucks and large expanses of parking lot areas.

LU-5i: For the purposes of evaluating the potential for a project to result in conflicts with existing zoning for agricultural uses through the CEQA process, the Agricultural/Industrial land use classification shall be considered an agricultural use.

RC-7a: Continue to implement Chapter 8.24 (Right to Farm) of the Municipal Code in order to protect farming uses from encroaching urban uses and to notify potential homebuyers of nearby agricultural operations.

RC-7b Require development to address conversion of agricultural land to non-agricultural uses through payment of the Agricultural Mitigation Fee and, by July 2024, review and update the Agricultural Mitigation Fee to address preservation of comparable agricultural land at a 1:1 ratio to that being removed or developed by a project.

RC-7c: Amend Title 17 (Zoning) of the Municipal Code to include specific agricultural buffer requirements for new development projects, including residential and sensitive land uses (i.e., schools, day care facilities, and medical facilities), amendments to the General Plan, and rezoning applications that are proposed near existing agricultural lands in order to protect the associated agricultural operations from encroachment by incompatible uses. Buffers shall generally be defined as a physical separation, depending on the land use, and may consist of topographic features, roadways, bike/pedestrian paths, greenbelts, water courses, or similar features. The buffer shall occur on the parcel for which a permit is sought and shall favor protection of the maximum amount of agricultural land.

RC-7d: Collaborate with water suppliers and wastewater treatment plant operators to increase the availability of treated or recycled water for agricultural purposes.

RC-7e: Apply the following conditions of approval where urban development occurs next to farmland:

- Require notifications in urban property deeds that agricultural operations are in the vicinity, in keeping with the City's right-to-farm ordinance.
- Require adequate and secure fencing at the interface of urban and agricultural use.
- Require phasing of new residential subdivisions; so as to include an interim buffer between residential and agricultural use.
- Require a buffer, which may include a roadway and landscaped buffer, open space transition area, or low intensity uses, between urban uses and lands designated Agriculture on the Land Use Map.

RC-7f: Work with San Joaquin County on the following issues:

- The establishment and implementation of consistent policies for agricultural lands in the Planning Area that prioritize the preservation of agricultural lands and support ongoing agricultural activities.
- Pesticide application and types of agricultural operations adjacent to urban uses.
- Support the continuation of County agricultural zoning in areas designated for agricultural land use in the Area Plan.

RC-7g: Develop a program to support for agricultural tourism, u-pick orchards and farms, and other agricultural activities that serve as a regional draw to Manteca and enhance its agricultural heritage.

The Modified Project adds Action C-2e which includes measures to protect agricultural lands from the effects of the Roth Road extension. As with the Original Project, compliance with the Modified Project's policies and programs in the General Plan and applicable regulations would reduce the Modified Project's impacts to agricultural resources and would ensure the Modified Project's potential to result in the conversion of farmlands, result in conflicts with existing zoning for agricultural uses or a Williamson Act Contract, or result in cumulative effects on agricultural resources would be comparable to the Original Project. There would be no new significant impacts or increase in the significance of impacts associated with agricultural or forestry resources. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.3 AIR QUALITY

Air quality impacts associated with the Original Project were identified and discussed in Section 3.3, Air Quality, of the Original Project EIR (Draft EIR, pages 3.3-1 through 3.3-56 and 4.0-8). The Original Project EIR analyzed the following impacts associated with Air Quality:

- Impact 3.3-1:** General Plan implementation would conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of criteria pollutants (Significant and Unavoidable)
- Impact 3.3-2:** General Plan implementation would expose sensitive receptors to substantial pollutant concentrations (Significant and Unavoidable)
- Impact 3.3-3:** General Plan implementation would not result in other emissions (such as those leading to odors adversely affecting a substantial number of people) (Less than Significant)
- Impact 4.3:** Cumulative impact on the region's air quality (Cumulatively Considerable and Significant and Unavoidable)

As discussed under Impacts 3.3-1, 3.3-2, and 4.3 in the Original Project EIR (see Draft EIR pages 3.3-23 through 3.3-52 and 4.0-8), the Original Project would result in significant and unavoidable impacts associated with the potential to conflict would conflict with or obstruct implementation of the applicable air quality plan, result in a cumulatively considerable net increase of criteria pollutants, and expose sensitive receptors to substantial pollutant concentrations and a cumulatively considerable and significant unavoidable impact on the region's air quality.

The Original Project establishes policies and actions to improve air quality and reduce emissions of pollutants associated with future development, including ensuring compliance with the applicable San Joaquin Valley Air Pollution Control District (SJVAPCD) rules and regulations to address construction and operational emissions, reducing the number and length of vehicle trips and associated vehicle emissions, supporting green and sustainable building development, promoting the use of renewable energy, and encouraging the conservation of resources.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1. The Modified Project would result in a reduction of 1,296 residential units and an increase in non-residential uses, including approximately 2,667,450 square feet of commercial, industrial, and office uses. As discussed in Section 3.14, Transportation and Circulation, of this Addendum, Fehr & Peers modeled the projected traffic effects of the Modified Project. As shown in Table 4 and described in more detail in Section 3.14, Transportation and Circulation, the Modified Project would result in a decrease in per household vehicle miles traveled ("VMT") of approximately 1.0 VMT per resident and a decrease in per employee VMT of approximately 0.6 VMT per employee in comparison to the Original Project. With implementation of the Modified Project, the average VMT per service population would increase by 1.3% from 39.9 to 40.4 while the total VMT would increase slightly by 0.5% from 9,376,561 for the Original Project to 9,425,682 for the Modified Project (see Table 4). The Modified Project would also result in additional industrial and other non-residential uses that could generate stationary source emissions and expose sensitive receptors to

substantial pollutant concentrations; these uses would be required to comply with federal and state regulations as well as General Plan policies and actions to address emissions.

TABLE 4: COMPARISON OF THE ORIGINAL PROJECT TO THE MODIFIED PROJECT - VEHICLE MILES TRAVELED

<i>LAND USE</i>	<i>UNITS¹</i>	<i>EXISTING CONDITION (2019 BASELINE)</i>	<i>ORIGINAL PROJECT</i>	<i>ORIGINAL PROJECT VS. EXISTING CONDITION</i>	<i>MODIFIED PROJECT</i>	<i>MODIFIED PROJECT VS. EXISTING CONDITION</i>	<i>CHANGE FROM ORIGINAL PROJECT TO MODIFIED PROJECT</i>
All residential	VMT per dwelling unit	94.8	70.0	-26%	69.0	-27%	-1.4%
All residential	VMT per resident ²	29.8	22.0	-26%	21.7	-27%	-1.4%
All employment	VMT per employee	82.2	122.0	48%	121.4	48%	-0.5%
All land uses	VMT per service population ^{2,3}	37.9	39.9	5%	40.4	7%	1.3%
Total VMT	VMT ⁴	3,755,100	9,376,561	150%	9,425,682	151%	0.5%

Notes:
¹VMT per employee ratios include all trips by employees, customers, and deliveries
²Based on 3.18 residents/dwelling Unit (California Department of Finance, E-5 City/County Population and Housing Estimates, 1/1/2020)
³Service population includes residents and employees
⁴VMT includes full length of all trips with either an origin or destination within the planning area
 Source: Fehr & Peers, 2024

Development under the Modified Project would be subject to the Manteca Municipal Code and to the Original Project policies and actions, which are retained in the Modified Project, identified to reduce potential impacts associated with conflicts with the applicable air quality plan, exposure of sensitive receptors to substantial pollutant concentrations, and odors that could adversely affect a substantial number of people. Development of future industrial uses would be required to be reduce potential exposure of sensitive receptors to pollutant concentrations, including toxic air contaminants, through compliance with Policy RC-5.2, which minimizes exposure of the public to toxic or harmful air emissions and odors through providing a buffer between residential and other sensitive land uses and uses that generate air pollutants, toxic air contaminants, or obnoxious fumes and to conduct a Health Risk Assessment to identify and reduce exposure to toxic air contaminants. Development projects would be required to reduce VMT as required by Policy 7-2 and Action C-7d.

As with the Original Project, the increase in VMT and the net increase in pollutant emissions would result in significant and unavoidable impacts associated with the potential to conflict with or obstruct implementation of an applicable air quality plan, including increases in pollutants for which the region is in nonattainment, and to potentially expose sensitive receptors to substantial pollutant considerations; these conditions would also contribute to a cumulatively considerable and significant and unavoidable impact on regional air quality. The Original Project includes policies and actions to improve air quality, including ensuring development projects address construction, long-term operational, and stationary source emissions; these policies and actions are retained in the Modified Project. These policies and actions are detailed on pages 3.3-30 through 3.3-42 and 3.3-48 through 3.3-52 of the Original Project EIR and include, but are not limited to:

Policies

LU-3.9: *Locate residences and sensitive receptors away from areas of excessive noise, smoke, dust, odor, and lighting, and ensure that adequate provisions, including buffers or transitional uses, such as less intensive renewable energy production, light industrial, office, or commercial uses, separate the proposed residential uses from more intensive uses, including industrial, agricultural, or agricultural industrial uses and designated truck routes, to ensure the health and well-being of existing and future residents.*

LU-9.1: *Require future planning decisions, development, and infrastructure and public projects to consider the effects of planning decisions on the overall health and well-being of the community and its residents, with specific consideration provided regarding addressing impacts to disadvantaged populations and communities and ensuring disadvantaged communities have equitable access to services and amenities and to be conducted through an open and engaging process inclusive of community residents.*

LU-9.2: *As part of land use decisions, ensure that environmental justice issues related to potential adverse health impacts associated with land use decisions, including methods to reduce exposure to hazardous materials, industrial activity, vehicle exhaust, other sources of pollution, and excessive noise on residents regardless of age, culture, gender, race, socioeconomic status, or geographic location, are considered and addressed.*

C-2.7 (formerly C-2.6): *Provide access for bicycles and pedestrians at the ends of cul-de-sacs, where right-of-way is available, to provide convenient access within and between neighborhoods and to encourage walking and bicycling to neighborhood destinations.*

C-2.9 (formerly C-2.8): *Signals, roundabouts, traffic circles and other traffic management, calming, and safety techniques shall be applied according to industry standards at residential and collector street intersections with collector and arterial streets in order to allow bicyclists and pedestrians to travel more conveniently and more safely from one neighborhood to another.*

C-2.16 (formerly C-2.15): *Ensure that development and infrastructure projects are designed in a way that provides pedestrian and bicycle connectivity to adjacent neighborhoods and areas (such as ensuring that sound walls, berms, and similar physical barriers are considered and gaps or other measures are provided to ensure connectivity).*

C-4.1: *Through regular updates to the City's Active Transportation Plan inclusive of community members and stakeholders, establish a more safe and more convenient network of identified bicycle and pedestrian routes connecting residential areas with schools, recreation, shopping, and employment areas within the city, generally as shown in Figure CI-2). The City shall also strive to develop connections with existing and planned regional routes shown in the San Joaquin County Bicycle Master Plan.*

C-4.2: *Improve safety conditions, efficiency, and comfort for bicyclists and pedestrians by providing native and drought-tolerant shade trees and controlling traffic speeds by implementing narrow lanes or other traffic calming measures in accordance with the City Neighborhood Traffic Calming Program on appropriate streets, in particular residential and downtown areas.*

C-4.3: *Provide a sidewalk and bicycle route system that serves all pedestrian and bicycle users and meets the latest guidelines related to the Americans with Disabilities Act (ADA).*

C-4.4: *Provide bicycle parking facilities at commercial, business/professional and light industrial uses in accordance with Part 11 of the California Building Standards Code.*

C-4.5: *Expand the existing network of off-street bicycle facilities as shown in the City's Active Transportation Plan to accommodate cyclists who prefer to travel on dedicated trails. Further, the City shall strive to develop:*
1) a "city-loop" Class I bike path for use by both bicyclists and pedestrians that links Austin Road, Atherton Drive,

Airport Way, and a route along or near Lathrop Road to the Tidewater bike path and its existing and planned extensions, and 2) an off-street bicycle trail extension between the Tidewater Bike Trail near the intersection of Moffat Boulevard and Industrial Park Drive to the proposed regional route between Manteca and Ripon.

C-4.6: Provide on-street Class II bike lanes, Class IV protected bike lanes, or off-street Class I bike paths along major collector and arterial streets whenever feasible.

C-4.7: Facilitate bicycle travel through residential streets through signage necessary to communicate the presence of Class III bicycle routes on residential streets that have sufficiently low volumes as to not require bike lanes or have narrower street cross sections that assist in calming traffic.

C-4.8: Provide sidewalks and/or walkways connecting to the residential neighborhoods, primary public destinations, major public parking areas, transit stops, and intersections with the bikeway system.

C-4.9: Provide sidewalks along both sides of all new streets in the City and add sidewalks to fill gaps on existing streets as identified in the Active Transportation Plan.

C-5.1: Encourage and plan for the expansion of regional bus service in the Manteca area.

C-5.2: Promote increased commuter and regional passenger rail service that will benefit the businesses and residents of Manteca. Examples include Amtrak, the Altamont Commuter Express (ACE), and high-speed rail.

C-5.3: Identify and implement means of enhancing the opportunities for residents to commute from residential neighborhoods to the ACE station or other transit facilities that may develop in the City.

C-5.4: Include primary locations where the transit systems will connect to the major bikeways and pedestrian ways and primary public parking areas in the Active Transportation Plan (see C-4a).

C-5.5: Encourage programs that provide ridesharing and vanpool opportunities and other alternative modes of transportation for Manteca residents.

C-5.6: Promote the development of park-and-ride facilities near I-5, SR 120, SR 99, and transit stations.

C-5.7: Maintain a working relationship between the City administration and the local management of the Union Pacific Railroad regarding expansion of freight and passenger rail service and economic development of the region.

C-5.8: Design future roadways to accommodate transit facilities, as appropriate. These design elements should include installation of transit stops adjacent to intersections and provision of bus turnouts and sheltered stops, where feasible.

C-5.9: Encourage land uses and site developments that promote public transit along fixed route public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

C-5.10: Ensure that development projects provide adequate facilities to accommodate school buses, including loading and turn-out locations in multifamily and other projects that include medium and high density residential uses, and that the school districts are provided an opportunity to address specific needs associated with school busing.

C-5.11: As new areas and neighborhoods of the City are developed, fund transit and paratransit expansion (including capital, operations, and maintenance) to provide service levels consistent with existing development.

C-7.1: Encourage employers to provide alternative mode subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, and work-at-home programs employee education and preferential parking for carpools/vanpools.

C-7.2: Require development projects that accommodate or employ 50 or more full-time equivalent employees to establish a transportation demand management (TDM) program that meets or exceeds applicable standards, including Air District requirements.

C-7.3: Partner with SJCOG on the Dibs program, which is the regional smart travel program, including rideshare, transit, walking, and biking, operated by SJCOG.

C-7.4: Require proposed development projects that could have a potentially significant VMT impact to consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction.

C-7.5: Evaluate the feasibility of a local or regional VMT impact fee program, bank, or exchange. Such an offset program, if determined feasible, would be administered by the City or a City-approved agency, and would offer demonstrated VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT in a manner consistent with state guidance on VMT reduction. If, through on-site changes, a subject project cannot eliminate VMT impacts, the project could contribute on a pro-rata basis to a local or regional VMT reduction bank or exchange, as necessary, to reduce net VMT impacts.

C-7.6: Expand alternatives to driving by increasing opportunities to walk, bike, and use transit.

EF-2.3: Prioritize the development of employment-generating uses on sites with vacant buildings or on underutilized commercial, office, and industrial-designated parcels.

EF-2.9: Encourage mixed-use development on vacant and underutilized parcels along the North Main Street and Yosemite Avenue corridors, allowing flexible reaction to changing market conditions.

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

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

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

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

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

RC-4.6 Require all new public and privately constructed buildings to meet and comply with construction and design standards that promote energy conservation, including the most current “green” development standards in the California Green Building Standards Code.

RC-4.7 Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current “green” development standards in the California Green Building Standards Code.

RC-4.8 Increase energy efficiency and conservation in public buildings and infrastructure.

RC-4.9 Encourage the conservation of public utilities and use of renewable energy technologies in new development, rehabilitation projects, and in City buildings and facilities.

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

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

RC-4.12 Encourage the conservation of petroleum products.

RC-4.13 Encourage the installation of renewable energy technologies serving agricultural operations.

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

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

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

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

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

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

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

Actions

LU-1b: Regularly review and revise, as necessary, the Zoning Code to accomplish the following purposes:

- *Ensure consistency with the General Plan in terms of zoning districts and development standards;*

- Provide for a Downtown zone that permits the vibrant mixing of residential, commercial, office, business-professional, and institutional uses within the Central Business District;
- Ensure adequate buffers and transitions are required between intensive uses, such as industrial and agricultural industrial, and sensitive receptors, including residential uses and schools; and
- Provide for an Agricultural Industrial zone that accommodates the processing of crops and livestock.
- Ensure that land use requirements meet actual demand and community needs over time as technology, social expectations, and business practices change.

LU-5f: Update the Municipal Code to include Good Neighbor Guidelines for Warehouse Distribution Facilities, including:

- A definition of the type and size of facility that is subject to the Guidelines;
- Standards to minimize exposure to diesel emissions to sensitive receptors that are situated in close proximity to the proposed facility;
- Standards and practices that eliminate diesel trucks from unnecessarily traversing through residential neighborhoods;
- Standards and practices that eliminate trucks from using residential areas and repairing vehicles on the streets;
- Strategies to reduce and/or eliminate diesel idling within the facility's site;

LU-6e: Promote the intensified use and reuse of existing suites above ground floors.

LU-9a: Review all development proposals, planning projects, and infrastructure projects to ensure that potential adverse impacts to disadvantaged communities, such as exposure to pollutants, including toxic air contaminants, and unacceptable levels of noise and vibration are reduced to the extent feasible and that measures to improve quality of life, such as connections to bicycle and pedestrian paths, community services, schools, and recreation facilities, access to healthy foods, and improvement of air quality are included in the project. The review shall address both the construction and operation phases of the project.

C-2b: When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for more safe travel by all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial. Pedestrian districts like Downtown Manteca or areas near school entrances should have an enhanced streetscape (e.g., narrower travel lanes, landscape buffers with street trees, etc.) to better accommodate and encourage pedestrian travel.

C-2g (formerly C=2f): Ensure that bicycle and pedestrian access is both provided and prioritized through providing openings to increase access where soundwalls and berms are located to minimize travel distances and increase the viability walking and bicycling.

C-2j (formerly C-2i): Pursue funding to improve and address areas of traffic, bicycle, and pedestrian hazards and conflicts with vehicular traffic movements.

C-4a: Periodically update the Active Transportation Plan through a process inclusive of community members and stakeholders to include all areas envisioned for development by this General Plan and to address pedestrian and bicycle facilities needed to provide a complete circulation system that adequately meets the needs of pedestrians and bicyclists.

C-4b: Utilize the standards set forth in the latest editions of the California MUTCD and American Association of State Highway and Transportation Officials (AASHTO) Green Book for improvement and re-striping of appropriate major collector and arterial streets to accommodate Class II bike lanes or Class IV protected bikeways in both directions, where sufficient roadway width is available. This may include narrowing of travel lanes.

C-4d: Add bicycle facilities whenever possible in conjunction with road rehabilitation, reconstruction, or re-striping projects.

C-4e: Update the City's standard plans to accommodate pedestrians and bicyclists, including landscape-separated sidewalks where appropriate, and to include bike lanes on collector and arterial streets, as defined by the Active Transportation Plan.

C-4f: Encourage and facilitate resident and visitor use of the bike trail system by preparing a map of the pedestrian and bike paths and implementing wayfinding signage.

C-4g: Update the standard plans to specify a set of roadways with narrower lanes (less than 12 feet) and pedestrian bulb-outs to calm traffic and increase pedestrian and bicycle comfort. These narrow lane standards shall be applied to appropriate streets (e.g., they shall not be applied to outside lanes on major truck routes) and new development.

C-5a: Periodically review transit needs in the city through a process inclusive of community members and stakeholders and adjust bus routes to accommodate changing land use and transit demand patterns. The City shall also periodically coordinate with the San Joaquin Regional Transit District to assess the demand for regional transit services.

C-5b: Explore a transit connections study that would identify improvements to connections and access to the existing ACE station, the Manteca Transit Center, and future planned transit stations.

C-5c: Update the City's standard plans to include the option for bus turnouts at intersections of major streets.

C-5d: Review and consider alternatives to conventional bus systems, such as smaller shuttle buses (i.e. micro-transit), on-demand transit services, or transportation networking company services that connect neighborhood centers to local activity centers with greater cost efficiency.

C-5e: Work with the school districts to identify and implement opportunities for joint-use public transit that would provide both student transportation and local transit service.

C-5f: Through the development review process, ensure that projects provide increased land use densities and mixed uses, consistent with the Land Use Element to enhance the feasibility of transit and promote alternative transportation modes.

C-5g: Along fixed route corridors, require that new development to be compatible with and further the achievement of the Circulation Element. Requirements for compatibility may include but are not limited to:

- Orienting pedestrian access to transit centers and existing and planned transit routes.
- Orienting buildings, walkways, and other features to provide pedestrian access from the street and locating parking to the side or behind the development, rather than separating the development from the street and pedestrian with parking.
- Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation.

C-5h: Review and update the City's funding programs to provide for adequate transit services, including funding for capital, operations, and maintenance, commensurate with growth of the City.

C-7a: Provide information about transit services, ridesharing, vanpools, and other transportation alternatives to single occupancy vehicles at City Hall, the library, on the City website, and through other channels.

C-7b: Develop TDM program requirements with consideration of addressing CEQA vehicle miles traveled impact analysis requirements (i.e., SB 743) in accordance with implementation measure C-1b. TDM programs

shall include measures to reduce total vehicle miles traveled and peak hour vehicle trips. A simplified version of the Air District's Rule 9410 could be used to implement this measure.

C-7c: Coordinate with the San Joaquin Council of Governments on a Congestion/Mobility Management Program to identify TDM strategies to reduce VMT and mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, increasing transit service frequency and speed, transit information systems, subsidized and discount transit programs, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation Systems.

C-7d: Proposed development projects shall incorporate measures to reduce VMT, including consideration of the measures listed below. This list is not intended to be exhaustive, and not all measures may be feasible, reasonable, or applicable to all projects. The purpose of this list is to identify options for future development proposals, not to constrain projects to this list, or to require that a project examine or include all measures from this list. Potential measures, with possible ranges of VMT reduction for a project, include:*

- Increase density of development (up to 10.75 percent)
- Increase diversity of land uses (up to 12 percent)
- Implement car-sharing programs (up to 5 percent)
- Implement parking management and pricing (up to 6 percent)
- Implement subsidized or discounted transit program (up to 0.7 percent)
- Implement commute trip reduction marketing and launch targeted behavioral interventions (up to 3 percent)
- Participating in local or regional carpool matching programs**
- Providing preferential carpool and vanpool parking**
- Providing secure bicycle parking, showers, and lockers at work site**

*Note: VMT reduction ranges based on Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (2010), and new research compiled by Fehr & Peers (2020). Additional engineering analysis is required prior to applying reductions to specific projects. Actual reductions will vary by project and project context.

**Reduction determined at the project-level

C-7e: Partner with SJCOG, San Joaquin County, and neighboring cities to evaluate a potential regional VMT impact fee program, bank, or exchange.

C-7f: Implement the Active Transportation Plan and other Bikeway and Pedestrian Systems goals and polices (C-4).

C-7g: Expand transit service and increase transit frequency and implement Public Transit goals and policies (C-5).

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

RC-4b: Implement development standards, mitigation measures (as applicable), and best practices that promote energy conservation and the reduction in greenhouse gases, including:

- Require new development to incorporate energy-efficient features through passive design concepts

(e.g., techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access;

- *Require construction standards which promote energy conservation including window placement, building eaves, and roof overhangs;*
- *Require all projects to meet or, when feasible, exceed the most current “green” development standards in the California Green Building Standards Code;*
- *Require developments to include vehicle charging stations that meet or exceed the requirements of State law and to include outdoor electrical outlets. Discourage portable generators or other portable power sources;*
- *Require best practices in selecting construction methods, building materials, project appliances and equipment, and project design;*
- *Encourage projects to incorporate enhanced energy conservation measures, electric-only appliances, and other methods of reducing energy usage and greenhouse gas emissions; and*
- *Require large energy users to implement an energy conservation plan, which may include solar or other non-fossil fuel sources to meet the operation’s full power demand and 100% fleet electrification as part of the project review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.*

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

RC-4d: Develop a public education program in partnership with relevant agencies and community organizations to increase public participation in energy conservation.

RC-4e: Connect residents and businesses with programs that provide free or low-cost energy efficiency audits and retrofits to existing buildings.

RC-4f: Update the Municipal Code to incentivize the use of small-scale renewable energy facilities and, where appropriate, to remove impediments to such uses.

RC-4g: Cooperate with other agencies, jurisdictions, and organizations to expand energy conservation programs.

RC-4h: Explore alternative energy sources, including co-generation, active solar energy, and wind generation, and identify opportunities for alternative energy to be used in public and private projects.

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

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

RC-5a: Work with the Air District to implement the Air Quality Management Plan (AQMP).

- *Cooperate with the Air District to develop consistent and accurate procedures for evaluating project-specific and cumulative air quality impacts.*
- *Cooperate with the Air District and the State Air Board in their efforts to develop a local airshed model.*
- *Cooperate with the Air District in its efforts to develop a cost/benefit analysis of possible control strategies (mitigation measures to minimize short and long-term stationary and area source emissions as part of the development review process, and monitoring measures to ensure that mitigation measures are implemented.*
- *Cooperate with the Air District and community organizations to promote public awareness of air quality issues.*

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

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

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

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

RC-5e: Prior to entitlement of a project that may be an air pollution point source, such as a manufacturing and extracting facility, the developer shall provide documentation that the use is located and appropriately separated from residential areas and sensitive receptors (e.g., homes, schools, and hospitals). Appropriate separation shall be determined through a Health Risk Assessment that demonstrates the project would not expose sensitive receptors to toxic air contaminants at or above significance thresholds as determined by the SJVAPCD.

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

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

As with the Original Project, there are not feasible criteria air pollutant reduction measures to ensure that impacts would be less than significant at the programmatic level of review. While implementation of the Modified Project's goals, policies, and actions in the General Plan along with compliance with applicable Federal, State, and local regulations would reduce criteria pollutant emissions associated with development projects, including construction, operational, and stationary source emissions, the potential for cumulatively considerable net increases in criteria pollutants and cumulatively considerable air quality impacts would remain under the Modified Project.

The Original Project resulted in less than significant impacts associated with other emissions, such as odors, adversely affecting a substantial number of people as discussed under Impact 3.3-3 on pages 3.3-52 through 3.3-56 of the Original Project EIR. The Modified Project would implement policies and actions to address potential exposure to odors and the resulting impact would be comparable to the Original Project. These policies and actions are detailed on pages 3.3-53 through 3.3-56 of the Original Project EIR and include, but are not limited to Policies LU-3.9, LU-9.2, RC-5.1 through RC-5.6 and Actions LU-1b, LU-9a, RC-5a, RC-5b, RC-5c, RC-5e, and RC-5f (listed above).

There would be no change to the level of significance of air quality impacts or new significant impacts associated with the Modified Project.

There would be no change to the level of significance of these impacts or new significant impacts associated with the Modified Project. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.4 BIOLOGICAL RESOURCES

Biological resources impacts associated with the Original Project were identified and discussed in Section 3.4, Biological Resources, of the Original Project EIR (Draft EIR, pages 3.4-1 through 3.4-52 and 4.0-9). The Original Project EIR analyzed the following impacts associated with Biological Resources:

- Impact 3.4-1:** General Plan implementation would not 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 Wildlife or U.S. Fish and Wildlife Service (Less than Significant)
- Impact 3.4-2:** General Plan implementation would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (Less than Significant)
- Impact 3.4-3:** General Plan implementation would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Less than Significant)
- Impact 3.4-4:** General Plan implementation would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Less than Significant)
- Impact 3.4-5:** The General Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Less than Significant)
- Impact 3.4-6:** General Plan implementation would not 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 4.4:** Cumulative loss of biological resources, including habitats and special status species (Less than Cumulatively Considerable)

As discussed under Impacts 3.3-4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-6, and 4.4 in the Original Project EIR (see Draft EIR pages 3.4-31 through 3.3-52 and 4.0-9), the Original Project would result in less than significant impacts related to any species identified as candidate, sensitive, or special status species, riparian habitat or other sensitive natural community, state or federally protected wetlands, movement of native residential or migratory fish or wildlife species, on use of native wildlife nursery sites, conflict with local policies protecting biological resources, and conflict with provisions of any adopted habitat conservation plan and would have a less than cumulative considerable impact associated with the cumulative loss of biological resources.

As discussed in the Original Project EIR under Impacts 3.4-1 through 3.4-6 and 4.5 (see Draft EIR, pages 3.4-31 through 3.4-46 and 4.0-9), the Original Project includes measures to protect special status plants

and wildlife, including habitat, from adverse effects associated with future development and improvement projects, conserve sensitive natural communities, including riparian habitat, protect and conserve open space and natural areas, including agricultural and native grasslands, the Delta ecosystem, riparian vegetation, wetlands, creeks, wildlife corridors, and sensitive nesting and habitat areas, and implement the San Joaquin Multi-Species Habitat Conservation and Open Space areas.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1. Future development under the Modified Project would be subject to federal and State regulations addressing biological resources, including special-status species and sensitive habitats, the Manteca Municipal Code, and General Plan policies and actions, which are retained from the Original Project, identified to reduce potential impacts associated with substantial adverse effects on candidate, sensitive, or special-status species, riparian habitat, sensitive natural community, and federally protected wetlands, native wildlife corridors and native wildlife nursery sites, and to reduce cumulative impacts to biological resources. These policies and actions are detailed on pages 3.4-34 through 3.4-36, 3.4-38, 3.4-39, 3.4-41, 3.4-42, and 3.4-44 through 3.4-46 of the Original Project EIR and include, but are not limited to:

Policies

RC-1.1: Where feasible, protect and enhance surface water resources in creeks, streams, channels, seasonal and permanent marshland, wetlands, sloughs, riparian habitat, and vernal pools through sound land use planning, community design, and site planning.

RC-1.4: Encourage the rehabilitation of culverted or open existing channelized waterways to a more natural condition, as feasible, to remove concrete linings and allow for a connection between the stream channel and the natural water table. Avoid creating additional culverted or open channelized waterways, unless no other alternative is available to protect human health, safety, and welfare.

RC-1.5: Where feasible, require development projects adjacent to creeks and streams to include opportunities for beneficial uses, such as flood control, ecological restoration, public access trails, and walkways.

RC-1.6: Encourage and support the conservation of riparian habitat along local creeks and waterways in order to maintain water quality and provide suitable habitat for native fish and plant species.

RC-1.8: Minimize pollution of water resources, including the San Joaquin River, other waterways, and the groundwater basin, from urban runoff, soil erosion, and sedimentation.

RC-6.1: Consider General Plan land use designations that include agriculture, permanent open space, parks and similar uses, as well as waterways (i.e., San Joaquin River, Lower Lone Tree Creek, Middle Lone Tree Creek, Oakwood Lake, Walker Slough, and Walthall Slough), as contributing to the City's open space.

RC-6.2: Conserve open space for conservation, recreation, and agricultural uses. Conversion of open space, as described under Policy RC-7.1, to developed residential, commercial, industrial, or other similar types of uses, shall be strongly discouraged. Undeveloped land that is designated for urban uses may be developed if needed to support economic development, improve the City's housing stock and range of housing types, and if the proposed development is consistent with the General Plan Land Use Map.

RC-7.1: Support the continuation of agricultural uses on lands designated for urban use, until urban development is imminent.

RC-7.2: Provide an orderly and phased development pattern, encouraging the development of vacant lands within City boundaries prior to conversion of agricultural lands, so that farmland is not subjected to premature development pressure.

RC-7.3: Encourage permanent agricultural lands surrounding the Planning Area to serve as community separators and continue the agricultural heritage of Manteca.

RC-8.1: Protect sensitive habitats that include creek corridors, wetlands, vernal pools, riparian areas, wildlife and fish migration corridors, native plant nursery sites, waters of the United States, sensitive natural communities, and other habitats designated by State and Federal agencies.

RC-8.2: Preserve and enhance those biological communities that contribute to Manteca and the region's biodiversity, including but not limited to, wetlands, riparian areas, aquatic habitat, and agricultural lands.

RC-8.3: Focus conservation efforts on high priority conservation areas that contain suitable habitat for endangered, threatened, migratory, or special-status species and that can be managed with minimal interference with nearby urban land uses.

RC-8.4: Conserve existing native vegetation, where possible, and integrate regionally native plant species into development and infrastructure projects where appropriate.

RC-8.5: Condition new development in the vicinity of the San Joaquin River and Walthall Slough to protect riparian habitat, wetlands, and other native vegetation and wildlife communities and habitats.

RC-8.7: Protect special status species and other species that are sensitive to human activities.

RC-8.8: Encourage contiguous habitat areas.

RC-8.9: Encourage the planting of native vegetation on new drainage channels.

RC-8.10: Continue to support and implement the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (County Habitat Plan).

RC-11.1: Support the long-term viability and success of the natural Delta ecosystems and the continuation of Delta heritage.

RC-11.2: Support efforts to ensure the protection, viability, and restoration of the Delta ecosystem in perpetuity, including implementing local conservation efforts that improve adequate water supply and quality.

RC-11.4: Promote protection of areas for habitat restoration, including remnants of riparian and aquatic habitat, particularly in the Delta.

RC-11.5: Encourage compatibility between agricultural practices and wildlife habitat.

RC-11.6: Preserve and protect the water availability and quality of the Delta for designated beneficial uses and habitat protection.

RC-11.7: Encourage and promote the expansion of floodplains and riparian habitats in levee projects.

Actions

RC-1f: Coordinate with the California Department of Fish and Wildlife, San Joaquin County, and local watershed protection groups to identify potentially impacted aquatic habitat within Manteca's Planning Area and to develop riparian management guidelines to be implemented by development, recreation, and other projects adjacent to creeks, streams, and other waterways.

RC-1g: Explore revising Title 17 (Zoning) of the Municipal Code to include standards for the protection of riparian habitat. The standards should include minimum setback requirements, site design standards, and requirements for the ongoing maintenance of creek and riparian habitat on public and private lands.

RC-1h: Conserve, and where feasible, create or restore areas that provide important water quality benefits such as riparian corridors, buffer zones, wetlands, undeveloped open space areas, levees, and drainage canals. Restoration efforts should provide for naturalized hydraulic functioning. Restoration should also promote the growth of riparian vegetation to effectively stabilize banks, screen pollutants from runoff entering the channel, enhance fisheries, and provide other opportunities for natural habitat restoration.

RC-1k: Maintain a buffer area between waterways and urban development to protect water quality and riparian areas.

RC-6e: Review all development proposals within or adjacent to the Sphere of Influence, to ensure adequate preservation of community separators and open space resources.

RC-8a: Continue to require projects to comply with the requirements of the County Habitat Plan when reviewing proposed public and private land use changes.

RC-8b: Require project proponents who opt not to participate in the SJMSCP to:

- Satisfy applicable U.S. Endangered Species Act (ESA), California Endangered Species Act (CESA), National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), and other applicable local, state, and federal laws and regulation provisions through consultations with the Permitting Agencies and local planning agencies.
- Provide site-specific research and ground surveys for proposed development projects. This research must include a detailed inventory of all biological resources onsite, and appropriate mitigation measures for avoiding or reducing impact to these biological resources. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.

RC-8c: Until such time that a Clean Water Act regional general permit or its equivalent is issued for coverage under the SJMSCP, acquisition of a Section 404 permit by project proponents will continue to occur as required by existing regulations. Project proponents shall comply with all requirements for protecting federally protected wetlands.

RC-8e: Limit the access of pedestrians and bicyclists to wetland areas so that access is compatible with long-term protection of these natural resources.

RC-8f: Implement the multiple use of resource areas, where feasible, that includes passive recreational and educational opportunities with the protection of wildlife and vegetation habitat areas.

RC-8h: Utilize existing regulations and procedures, including but not limited to, the Zoning Ordinance and the environmental review process, in order to address impacts to special-status species and conserve sensitive habitats, including wetlands and riparian habitat.

RC-8i: Consult with State and Federal agencies during the development review process to help identify wetland and riparian habitat that has candidacy for restoration, conservation, and/or mitigation. Focus restoration and/or conservation efforts on areas that would maximize multiple beneficial uses for such habitat.

RC-8q: Where sensitive biological habitats have been identified on or immediately adjacent to a project site, the project shall include appropriate mitigation measures identified by a qualified biologist.

RC-11a: Review all projects affecting areas within the Delta Secondary Zone to ensure they are consistent with the criteria and policies set forth by the Delta Stewardship Council's "Delta Plan".

RC-11b: As applicable, provide opportunities for review of and comment by the Reclamation Districts, the Delta Stewardship Council, Delta Protection Commission, and SWRCB during project review.

RC-11c: Review all projects located within or adjacent to priority habitat restoration areas, and consult the California Department of Fish and Wildlife to ensure that any impacts do not have a significant effect on the opportunity to restore habitat as described in the Delta Plan.

The Modified Project would not identify any new sites for urbanization or development that were not previously analyzed or designated for development by the Original Project and addressed in the Original Project EIR and thus would not change the potential locations for urbanization and associated potential for biological resources to be affected. The Modified Project would modify potential uses sites identified for development by the Original Project as previously described. However, as urbanization and disturbance on the sites associated with the Modified Project was anticipated under the Original Project, potential impacts to biological resources in the vicinity of these sites would remain similar to those identified for the Original Project.

As with the Original Project, compliance with the Modified Project's policies and programs in the General Plan, and applicable federal, state, and local regulations would ensure the Modified Project's potential to result in the impacts associated with substantial adverse effects on candidate, sensitive, or special-status species, riparian habitat, sensitive natural community, and federally protected wetlands, conative wildlife corridors and native wildlife nursery sites, local policies and ordinances protecting biological resources, and cumulative impacts to biological resources would be comparable to the Original Project.

There would be no new significant impacts or increase in the significance of impacts associated with biological resources. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

These impacts associated with the Original Project were identified and discussed in 3.5, Cultural and Tribal Cultural Resources (Draft EIR, pages 3.5-1 through 3.5-22, 4.0-9, and 4.0-10). The Original Project EIR analyzed the following impacts associated with Cultural and Tribal Cultural Resources:

- Impact 3.5-1:** General Plan implementation would not cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to Section 15064.5 (Less than Significant)
- Impact 3.5-2:** General Plan implementation would not lead to the disturbance of any human remains (Less than Significant)
- Impact 3.5-3:** General Plan implementation would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or a resource determined by the lead agency (Less than Significant)
- Impact 4.5:** Cumulative impacts related to known and undiscovered cultural resources (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.5-1 through 3.5-3, and 4.5 (see Draft EIR, pages 3.5-16 through 3.5-21, 4.0-9, and 4.0-10), the Original Project would have a less than significant impact on historical and archaeological resources, human remains, and tribal cultural resources and would have a less than cumulatively considerable impact related to known and undiscovered cultural resources.

As discussed in the Original Project EIR, the Original Project includes measures to protect and conserve historic and archaeological resources, including requirements prior to construction, including a records search to identify if an area is sensitive for cultural, archaeological, historic, or paleontological resources, a cultural and archaeological survey in areas sensitive for resources are located, a paleontological survey in areas sensitive for paleontological resources, measures to protect historic and cultural resources, to treat human remains with cultural dignity, to avoid of damaging tribal cultural resource, and to comply with State and federal laws to preserve and protect cultural and tribal cultural resources.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1. Future development under the Modified Project would be subject to Federal and State regulations addressing cultural resources and tribal cultural resources, State laws addressing protection of such resources, and to the Original Project's policies and actions, which are retained in the Modified Project, identified to reduce potential impacts associated with substantial adverse effects changes in the significance of a historical or archaeological resource, inadvertent disturbance of human remains, and substantial adverse change in the significance of a tribal cultural resource, and cumulative impacts to cultural and tribal cultural resources. These policies and actions are detailed on pages 3.5-15 through 3.5-18, 3.5-20, and 3.5-21 of the Original Project EIR and include, but are not limited to:

Policies

RC-10.1 Protect, and support efforts of community members and organizations to protect, important historic resources and use these resources to promote a sense of place and history in Manteca.

RC-10.2: Encourage historic resources to remain in their original use whenever possible. The adaptive use of historic resources is preferred, particularly as museums, educational facilities, or visitor serving uses, when the original use can no longer be sustained. Older residences may be converted to office/retail use in commercial areas and to tourist or business use, so long as their historical authenticity is maintained or enhanced.

RC-10.3: Do not approve any public or private project that may adversely affect an archaeological site without consulting the California Archaeological Inventory at Stanislaus State University, conducting a site evaluation as may be indicated, and attempting to mitigate any adverse impacts according to the recommendation of a qualified archaeologist. City implementation of this policy shall be guided by CEQA and the National Historic Preservation Act.

RC-10.4: Require that the proponent of any development proposal in an area with potential archaeological resources, and specifically near the San Joaquin River and Walthall Slough, and on the east side of State Highway 99 at the Louise Avenue crossing, shall consult with the California Archaeological Inventory, Stanislaus State University to determine the potential for discovery of cultural resources, conduct a site evaluation as may be indicated, and mitigate any adverse impacts according to the recommendation of a qualified archaeologist. The survey and mitigation shall be developer funded.

RC-10.5: Work with property owners seeking registration of historical structures as Historic Landmarks or listing on the Register of Historic Sites.

RC-10.6: Support the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where such buildings cannot be preserved intact, the City shall seek to preserve the building facades.

RC-10.7: Review new development projects and work in conjunction with the California Historical Resources Information System to determine whether project areas contain known archaeological resources, either prehistoric and/or historic-era, or have the potential for such resources.

RC-10.9: Review new development projects and work in conjunction with the California Historical Resources Information System to determine whether project areas contain known archaeological resources, either prehistoric and/or historic-era, or have the potential for such resources.

RC-10.10: Ensure that human remains are treated with sensitivity and dignity, and ensure compliance with the provisions of California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98

RC-10.11: Consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18, consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes.

Actions

RC-10a: Require a records search for any proposed development project, to determine whether the site contains known archaeological, historic, cultural, or paleontological resources and/or to determine the potential for discovery of additional cultural or paleontological resources. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.

RC-10b: Require a cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural or archaeological resources and require a paleontological survey in an area that is sensitive for paleontological resources. If significant cultural, archaeological, or

paleontological resources, including historic and prehistoric resources, are identified, appropriate measures shall be implemented, such as documentation and conservation, to reduce adverse impacts to the resource.

RC-10c: Require all City permits for reconstruction or modification of existing buildings to include the submittal of a photograph of the existing structure or site. The intent is to create a record of the buildings in the City over time. A photograph will also be required for vacant sites that will be modified with new construction of new buildings or other above ground improvements.

RC-10d: Incorporate significant archaeological sites, where feasible, into open space areas.

RC-10e: Continue to inventory historic sites throughout the City. The inventory should contain a narrative of the significant facts regarding the historic events or persons associated with the site, and pictures of the site.

RC-10g: Adopt and implement a historic building code, as authorized by state law.

RC-10h: Adopt and implement a historical preservation ordinance.

RC-10i: Adopt and implement a historic building code, as authorized by state law.

RC-10j: Require all new development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:

- If construction or grading activities result in the discovery of significant historic or prehistoric archaeological artifacts or unique paleontological resources, all work within 100 feet of the discovery shall cease, the Development Services Director shall be notified, the resources shall be examined by a qualified archaeologist, paleontologist, or historian for recommended protection and preservation measures; and work may only resume when recommended protections are in place and have been approved by the Development Services Director; and*
- If construction or grading activities result in the discovery of significant tribal cultural resources, all work within 100 feet of the discovery shall cease, the Development Services Director shall be notified, the resources shall be examined by a qualified archaeologist and Native American tribes on the City's SB 18 and AB 52 list for recommended protection and preservation measures and work may only resume when recommended protections are in place and have been approved by the Development Services Director; and*
- If human remains are discovered during any ground disturbing activity, work shall stop until the Development Services Director and the San Joaquin County Coroner have been contacted; if the human remains are determined to be of Native American origin, the Native American Heritage Commission and the most likely descendants have been consulted; and work may only resume when measures to relocate or preserve the remains in place, based on the above consultation, have been taken and approved by the Development Services Director.*

The Modified Project would not identify any new sites for urbanization or development that were not previously analyzed and designated for development by the Original Project and addressed in the Original Project EIR and thus would not change the potential locations for urbanization and associated potential for cultural and tribal cultural resources to be affected. As urbanization and disturbance on the sites associated with the Modified Project was anticipated under the Original Project, potential impacts to cultural and tribal cultural resources in the vicinity of these sites would remain similar to those identified for the Original Project.

As with the Original Project, compliance with the Modified Project's policies and programs in the General Plan and applicable federal, state, and local regulations, including those that address cultural resources, including historic and archaeological resources, tribal cultural resources, and human remains, would reduce impacts to cultural and tribal cultural resources and would ensure the Modified Project's potential

to result in the impacts associated with cultural and tribal cultural resources and cumulative impacts to cultural and tribal cultural resources would be comparable to the Original Project.

There would be no new significant impacts or increase in the significance of impacts associated with cultural and tribal cultural resources. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.6 GEOLOGY AND SOILS

Geology and soils impacts associated with the Original Project were identified and discussed in Section 3.6, Geology and Soils, of the Original Project EIR (Draft EIR, pages 3.6-1 through 3.6-27 and 4.0-10). The Original Project EIR analyzed the following impacts associated with Geology and Soils:

- Impact 3.6-1:** General Plan implementation would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides (Less than Significant)
- Impact 3.6-2:** General Plan implementation would not result in substantial soil erosion or the loss of topsoil (Less than Significant)
- Impact 3.6-3:** General Plan implementation would not result in development 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 3.6-4:** General Plan implementation would not result in development on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (Less than Significant)
- Impact 3.6-5:** General Plan implementation does not have the potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (Less than Significant)
- Impact 3.6-6:** General Plan implementation would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Less than Significant)
- Impact 4.6:** Cumulative impacts related to geology and soils (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.6-1 through 3.6-6, and 4.6 (see Draft EIR, pages 3.6-15 through 3.6-27 and 4.0-10), the Original Project would have a less than significant impact related to earthquake and seismic activity, soil erosion and loss of topsoil, unstable geologic units or soils, expansive soils, alternative wastewater disposal, and paleontological resources and would have a less than cumulatively considerable impact related to geology and soils.

As discussed in the Original Project EIR, the Original Project includes measures to reduce hazards related to seismic, geologic, and soils conditions, including requiring proposed development projects to prepare geotechnical reports to address fault displacement, ground shaking, uncompacted fill, expansive soils, liquefaction, subsidence, and settlement and to incorporate recommendations from the report, reviewing development proposals for compliance with State building standards, and ensuring the City reviews and addresses potentially hazardous buildings. The Original Project also includes measures to reduce the potential to impact paleontological resources. The Modified Project retains the policies and actions of the Original Project that address geological and soils resources. These policies and actions are detailed on

pages 3.6-16 through 3.6-19, 3.6-21, 3.6-23, 3.6-26 and 3.6-27 of the Original Project EIR and include, but are not limited to:

Policies

RC-3.1: Encourage best practices to enhance soil quality and minimize soil erosion and loss of topsoil from land development activities, wind, and water flow.

S-2.1: Enforce adopted regulations to identify and address potential hazards relating to seismic, geologic, and soils conditions.

S-2.2: Regulate development in areas of seismic and geologic hazards to reduce risks to life and property associated with earthquakes, liquefaction, erosion, and expansive soils.

S-2.3: Require new development to mitigate the potential impacts of geologic and seismic hazards, including uncompacted fill, liquefaction, and subsidence, through the development review process.

S-2.4: Continue to require professional inspection of foundation, excavation, earthwork, and other geotechnical aspects of site development during construction on those sites specified in geotechnical studies as being prone to moderate or greater levels of seismic or geologic hazard.

S-2.5: Maintain an inventory of unreinforced masonry buildings and soft-story buildings. No change in use to a higher occupancy or more intensive use shall be approved in such structures until an engineering evaluation of the structure has been conducted and any structural deficiencies corrected.

S-2.6: Ensure that all public facilities, including buildings, water tanks, and reservoirs, are structurally sound and able to withstand seismic shaking and the effects of seismically-induced ground failure, consistent with the California Building Standards Codes and other applicable standards.

S-2.7: Require compliance with the State's building standards in the design and siting of critical facilities, including police and fire stations, school facilities, hospitals, hazardous materials manufacturing and storage facilities, and large public assembly halls.

CF-8.1: Maintain and improve Manteca's storm drainage facilities.

CF-8.2: Require all development projects to demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process and as required by the City's NPDES Municipal Regional Permit. Project applicants shall mitigate any drainage impacts as necessary and shall demonstrate that the project will not result in any increase in off-site runoff during rain and flood events.

CF-8.3: Continue to allow dual-use detention basins for parks, ball fields, and other uses where appropriate.

CF-8.4: Incorporate recreational trails and parkway vegetation design where open stormwater facilities are appropriate and ensure that vegetation does not reduce channel capacity.

CF-8.5: Maintain drainage channels in a naturalized condition where appropriate, incorporating recreational trails, parkway vegetation, and other amenities and ensuring that vegetation does not reduce channel capacity, and consistent with the Resource Conservation Element.

CF-8.6: Continue to work cooperatively with outside agencies such as the San Joaquin Area Flood Control Agency and South San Joaquin Irrigation District regarding storm drainage and flood control management issues.

CF-8.7: Ensure and prioritize adequate drainage facilities low income, disadvantaged, and older neighborhoods and senior communities.

Actions

RC-3a: Require development projects to comply with the California Building Standards Code requirements for specific site development and construction standards for specific soil types.

RC-10a: Require a records search for any proposed development project, to determine whether the site contains known archaeological, historic, cultural, or paleontological resources and/or to determine the potential for discovery of additional cultural or paleontological resources. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.

RC-10b: Require a cultural and archaeological survey prior to approval of any project which would require excavation in an area that is sensitive for cultural or archaeological resources and require a paleontological survey in an area that is sensitive for paleontological resources. If significant cultural, archaeological, or paleontological resources, including historic and prehistoric resources, are identified, appropriate measures shall be implemented, such as documentation and conservation, to reduce adverse impacts to the resource.

S-2a: Continue to require preparation of geotechnical reports for proposed development projects, public projects, and all critical structures. The reports should include, but not be limited to: evaluation of and recommendations to mitigate the effects of fault displacement, ground shaking, uncompacted fill, expansive soils, liquefaction, subsidence, and settlement. Recommendations from the report shall be incorporated into the development project to address seismic and geologic risks identified in the report.

S-2b: Review development proposals to ensure compliance with the current State building standards.

S-2c: Review development proposals to ensure compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.

S-2d: Review and update the City's inventory of potentially hazardous buildings and require any development or change in occupancy proposals to address hazards, through measures such as strengthening buildings, changing the use of the buildings to an acceptable occupancy level, or demolishing or rehabilitating the building.

CF-8a: Update the Storm Drainage Master Plan and Public Facilities Implementation Plan every five years. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-8b: Continue to complete gaps in the drainage system in areas of existing and future development.

CF-8c: Identify which storm water and drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program.

CF-8d: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased as a during rain and flood events.

The Modified Project would not identify any new sites for urbanization or development that were not previously analyzed or anticipated for urbanization and development in the Original Project EIR; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1. The Modified Project could increase the potential intensity and scale of development on sites anticipated for development, particularly sites that would be redesignated to accommodate industrial uses, by the Original Project. Potential impacts associated with geology and soils on these sites would remain consistent with those identified for the Original Project through adherence

to adopted regulations and the Modified Project's policies and actions in the General Plan. The State and local regulations and the General Plan policies and programs identified in the Original Project EIR would apply to development under the Modified Project and would reduce potential impacts associated with seismic and geologic hazards, soil instability and erosion, and paleontological and geologic resources to less than significant and impacts would remain at levels of significance comparable to the Original Project.

Therefore, the Modified Project would not result in any new impacts associated with geology and soils and would not increase the significance of impacts related to geology and soils in comparison to the Original Project. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.7 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

Greenhouse gases, climate change, and energy impacts associated with the Original Project were identified and discussed in Section 3.7, Greenhouse Gases, Climate Change, and Energy, of the Original Project EIR (Draft EIR, pages 3.7-1 through 3.7-57 and 4.0-10 through 4.0-12). The Original Project EIR analyzed the following impacts associated with Greenhouse Gases, Climate Change, and Energy:

- Impact 3.7-1:** General Plan implementation would not generate GHG emissions that could have a significant impact on the environment (Less than Significant)
- Impact 3.7-2:** General Plan implementation would not conflict with adopted plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions (Less than Significant)
- Impact 3.7-3:** General Plan implementation would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Less than Significant)
- Impact 4.7:** Cumulative impacts related to greenhouse gases, climate change, and energy (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.7-1, 3.7-2, 3.7-3, and 4.7 (see Draft EIR, pages 3.7-23 through 3.7-57 and 4.0-10 through 4.0-12), the Original Project would have a less than significant impact related to the potential for the project to generate greenhouse gas emissions that could have a significant impact on the environment, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions, result in wasteful, inefficient or unnecessary consumption of energy resources, or conflict with a plan for renewable energy or energy efficiency and would have a less than cumulatively considerable contribution to cumulative impacts related to greenhouse gases, climate change, and energy.

As discussed in the Original Project EIR, the Original Project established policies and actions to address impacts related to greenhouse gases, climate change, and energy. The Original Project includes multiple policies and actions to reduce greenhouse gas emissions. The Original Project includes policies and programs to reduce greenhouse gas emissions and energy usage through promoting a balanced land use pattern, encouraging energy-efficient features in new development, reducing energy, water, and resource consumption, and supporting and encouraging the integration and use of multi-modal transportation options throughout the Planning Area, improving safe and convenient access to activities in the community, including transportation network components on the Major Streets Master Plan, Bicycle Plan, and Pedestrian Plan to include design provisions that support safe walking and biking and promote mobility. The Original Project includes action RC-4a, which requires the City to maintain and update the City's current Climate Action Plan to achieve the State's greenhouse gas reduction targets beyond 2020, which includes the 2030 and 2050 targets. The Original Project ensures that future development projects would be reviewed pursuant to SJVAPCD guidance and thresholds and projects would be required to comply with SJVAPCD regulations, and to implement best management practices to reduce air pollutant and greenhouse gas emissions. The Original Project also requires development to adhere to the California Building Standards Code, including CalGreen (the California Green Building Standards Code) measures related to sustainability and energy, water, and resource conservation and efficiency. These Original Project policies and actions are retained in the Modified Project. These policies and actions are detailed

on pages 3.7-27 through 3.7-43 and 3.7-47 through 3.7-57 of the Original Project EIR and include, but are not limited to:

Policies

LU-6.8: Encourage the mixing of retail, service, residential, office, and institutional uses on the properties surrounding The Promenade to create a significant retail, employment, and cultural center south of Highway 120.

LU-6.9: Require mixed-use development to provide strong connections with the surrounding development and neighborhoods through the provision of pedestrian and bicycle infrastructure and facilities and, where feasible, site consolidation.

LU-8.5: Policy Area 3 is the Austin Road Business Park and Residential Community Master Plan area, with boundaries as shown in Figure LU-6. The primary land uses within Policy Area 3 are envisioned to be a master planned residential community with high-quality parks, community-serving commercial uses, and residential development ranging from very low to high density residential in order to accommodate a broad range of housing types, including executive housing and workforce housing. Residential uses located near SR 99 and adjacent the railroad tracks should include appropriate transitions and buffers to address air quality and noise.

C-2.8 (formerly C-27): Provide access for bicycles and pedestrians at the ends of cul-de-sacs, where right-of-way is available, to provide convenient access within and between neighborhoods and to encourage walking and bicycling to neighborhood destinations.

C-2.9 (formerly C-2.8): Signals, roundabouts, traffic circles and other traffic management, calming, and safety techniques shall be applied according to industry standards at residential and collector street intersections with collector and arterial streets in order to allow bicyclists and pedestrians to travel more conveniently and more safely from one neighborhood to another.

C-2.16 (formerly C-2.15): Ensure that development and infrastructure projects are designed in a way that provides pedestrian and bicycle connectivity to adjacent neighborhoods and areas (such as ensuring that sound walls, berms, and similar physical barriers are considered and gaps or other measures are provided to ensure connectivity).

C-4.1: Through regular updates to the City's Active Transportation Plan inclusive of community members and stakeholders, establish a more safe and more convenient network of identified bicycle and pedestrian routes connecting residential areas with schools, recreation, shopping, and employment areas within the city, generally as shown in Figure CI-2). The City shall also strive to develop connections with existing and planned regional routes shown in the San Joaquin County Bicycle Master Plan.

C-4.2: Improve safety conditions, efficiency, and comfort for bicyclists and pedestrians by providing native and drought-tolerant shade trees and controlling traffic speeds by implementing narrow lanes or other traffic calming measures in accordance with the City Neighborhood Traffic Calming Program on appropriate streets, in particular residential and downtown areas.

C-4.3: Provide a sidewalk and bicycle route system that serves all pedestrian and bicycle users and meets the latest guidelines related to the Americans with Disabilities Act (ADA).

C-4.4: Provide bicycle parking facilities at commercial, business/professional and light industrial uses in accordance with Part 11 of the California Building Standards Code.

C-4.5: Expand the existing network of off-street bicycle facilities as shown in the City's Active Transportation Plan to accommodate cyclists who prefer to travel on dedicated trails. Further, the City shall strive to develop: 1) a "city-loop" Class I bike path for use by both bicyclists and pedestrians that links Austin Road, Atherton Drive,

Airport Way, and a route along or near Lathrop Road to the Tidewater bike path and its existing and planned extensions, and 2) an off-street bicycle trail extension between the Tidewater Bike Trail near the intersection of Moffat Boulevard and Industrial Park Drive to the proposed regional route between Manteca and Ripon.

C-4.6: Provide on-street Class II bike lanes, Class IV protected bike lanes, or off-street Class I bike paths along major collector and arterial streets whenever feasible.

C-4.7: Facilitate bicycle travel through residential streets through signage necessary to communicate the presence of Class III bicycle routes on residential streets that have sufficiently low volumes as to not require bike lanes or have narrower street cross sections that assist in calming traffic.

C-4.8: Provide sidewalks and/or walkways connecting to the residential neighborhoods, primary public destinations, major public parking areas, transit stops, and intersections with the bikeway system.

C-4.9: Provide sidewalks along both sides of all new streets in the City and add sidewalks to fill gaps on existing streets as identified in the Active Transportation Plan.

C-5.1: Encourage and plan for the expansion of regional bus service in the Manteca area.

C-5.2: Promote increased commuter and regional passenger rail service that will benefit the businesses and residents of Manteca. Examples include Amtrak, the Altamont Commuter Express (ACE), and high-speed rail.

C-5.3: Identify and implement means of enhancing the opportunities for residents to commute from residential neighborhoods to the ACE station or other transit facilities that may develop in the City.

C-5.4: Include primary locations where the transit systems will connect to the major bikeways and pedestrian ways and primary public parking areas in the Active Transportation Plan (see C-4a).

C-5.5: Encourage programs that provide ridesharing and vanpool opportunities and other alternative modes of transportation for Manteca residents.

C-5.6: Promote the development of park-and-ride facilities near I-5, SR 120, SR 99, and transit stations.

C-5.7: Maintain a working relationship between the City administration and the local management of the Union Pacific Railroad regarding expansion of freight and passenger rail service and economic development of the region.

C-5.8: Design future roadways to accommodate transit facilities, as appropriate. These design elements should include installation of transit stops adjacent to intersections and provision of bus turnouts and sheltered stops, where feasible.

C-5.9: Encourage land uses and site developments that promote public transit along fixed route public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

C-5.10: Ensure that development projects provide adequate facilities to accommodate school buses, including loading and turn-out locations in multifamily and other projects that include medium and high density residential uses, and that the school districts are provided an opportunity to address specific needs associated with school busing.

C-5.11: As new areas and neighborhoods of the City are developed, fund transit and paratransit expansion (including capital, operations, and maintenance) to provide service levels consistent with existing development.

C-7.1: Encourage employers to provide alternative mode subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, and work-at-home programs employee education and preferential parking for carpools/vanpools.

C-7.2: Require development projects that accommodate or employ 50 or more full-time equivalent employees to establish a transportation demand management (TDM) program that meets or exceeds applicable standards, including Air District requirements.

C-7.3: Partner with SJCOG on the Dibs program, which is the regional smart travel program, including rideshare, transit, walking, and biking, operated by SJCOG.

C-7.4: Require proposed development projects that could have a potentially significant VMT impact to consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction.

C-7.5: Evaluate the feasibility of a local or regional VMT impact fee program, bank, or exchange. Such an offset program, if determined feasible, would be administered by the City or a City-approved agency, and would offer demonstrated VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT in a manner consistent with state guidance on VMT reduction. If, through on-site changes, a subject project cannot eliminate VMT impacts, the project could contribute on a pro-rata basis to a local or regional VMT reduction bank or exchange, as necessary, to reduce net VMT impacts.

C-7.6: Expand alternatives to driving by increasing opportunities to walk, bike, and use transit.

EF-2.3: Prioritize the development of employment-generating uses on sites with vacant buildings or on underutilized commercial, office, and industrial-designated parcels.

EF-2.9: Encourage mixed-use development on vacant and underutilized parcels along the North Main Street and Yosemite Avenue corridors, allowing flexible reaction to changing market conditions.

CF-11.4: Reduce municipal waste generation by increasing recycling, on-site composting, and mulching, where feasible, at municipal facilities, as well as using resource efficient landscaping techniques in new or renovated medians and parks.

CF-11.5: Encourage residential, commercial, and industrial recycling and reuse programs and techniques.

CF-11.6: Coordinate with and support other local agencies and jurisdictions in the region to develop and implement effective waste management strategies and waste-to-energy technologies.

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

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

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

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

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

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

RC-4.7: Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current “green” development standards in the California Green Building Standards Code.

RC-4.8: Increase energy efficiency and conservation in public buildings and infrastructure.

RC-4.9: Encourage the conservation of public utilities and use of renewable energy technologies in new development, rehabilitation projects, and in City buildings and facilities.

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

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

RC-4.12: Encourage the conservation of petroleum products.

RC-4.13: Encourage the installation of renewable energy technologies serving agricultural operations.

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

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

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

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

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

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

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

Actions

LU-1b: *Regularly review and revise, as necessary, the Zoning Code to accomplish the following purposes:*

- *Ensure consistency with the General Plan in terms of zoning districts and development standards;*
- *Provide for a Downtown zone that permits the vibrant mixing of residential, commercial, office, business-professional, and institutional uses within the Central Business District;*
- *Ensure adequate buffers and transitions are required between intensive uses, such as industrial and agricultural industrial, and sensitive receptors, including residential uses and schools; and*
- *Provide for an Agricultural Industrial zone that accommodates the processing of crops and livestock.*
- *Ensure that land use requirements meet actual demand and community needs over time as technology, social expectations, and business practices change.*

LU-6e: *Promote the intensified use and reuse of existing suites above ground floors.*

LU-9a: *Review all development proposals, planning projects, and infrastructure projects to ensure that potential adverse impacts to disadvantaged communities, such as exposure to pollutants, including toxic air contaminants, and unacceptable levels of noise and vibration are reduced to the extent feasible and that measures to improve quality of life, such as connections to bicycle and pedestrian paths, community services, schools, and recreation facilities, access to healthy foods, and improvement of air quality are included in the project. The review shall address both the construction and operation phases of the project.*

LU-9c: *Encourage and support local transit service providers, through input from residents and stakeholders, to increase and expand services for people who are transit-dependent, including seniors, persons with mobility disabilities, and persons without regular access to automobiles by improving connections to regional medical facilities, senior centers, and other support systems that serve residents and businesses.*

C-2b: *When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for more safe travel by all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial. Pedestrian districts like Downtown Manteca or areas near school entrances should have an enhanced streetscape (e.g., narrower travel lanes, landscape buffers with street trees, etc.) to better accommodate and encourage pedestrian travel.*

C-2g (formerly C-2f): *Ensure that bicycle and pedestrian access is both provided and prioritized through providing openings to increase access where soundwalls and berms are located to minimize travel distances and increase the viability walking and bicycling.*

C-2j (formerly C-2i): *Pursue funding to improve and address areas of traffic, bicycle, and pedestrian hazards and conflicts with vehicular traffic movements.*

C-4a: *Periodically update the Active Transportation Plan through a process inclusive of community members and stakeholders to include all areas envisioned for development by this General Plan and to address pedestrian and bicycle facilities needed to provide a complete circulation system that adequately meets the needs of pedestrians and bicyclists.*

C-4b: *Utilize the standards set forth in the latest editions of the California MUTCD and American Association of State Highway and Transportation Officials (AASHTO) Green Book for improvement and re-striping of*

appropriate major collector and arterial streets to accommodate Class II bike lanes or Class IV protected bikeways in both directions, where sufficient roadway width is available. This may include narrowing of travel lanes.

C-4d: Add bicycle facilities whenever possible in conjunction with road rehabilitation, reconstruction, or re-striping projects.

C-4e: Update the City's standard plans to accommodate pedestrians and bicyclists, including landscape-separated sidewalks where appropriate, and to include bike lanes on collector and arterial streets, as defined by the Active Transportation Plan.

C-4f: Encourage and facilitate resident and visitor use of the bike trail system by preparing a map of the pedestrian and bike paths and implementing wayfinding signage.

C-4g: Update the standard plans to specify a set of roadways with narrower lanes (less than 12 feet) and pedestrian bulb-outs to calm traffic and increase pedestrian and bicycle comfort. These narrow lane standards shall be applied to appropriate streets (e.g., they shall not be applied to outside lanes on major truck routes) and new development.

C-5a: Periodically review transit needs in the city through a process inclusive of community members and stakeholders and adjust bus routes to accommodate changing land use and transit demand patterns. The City shall also periodically coordinate with the San Joaquin Regional Transit District to assess the demand for regional transit services.

C-5b: Explore a transit connections study that would identify improvements to connections and access to the existing ACE station, the Manteca Transit Center, and future planned transit stations.

C-5c: Update the City's standard plans to include the option for bus turnouts at intersections of major streets.

C-5d: Review and consider alternatives to conventional bus systems, such as smaller shuttle buses (i.e. micro-transit), on-demand transit services, or transportation networking company services that connect neighborhood centers to local activity centers with greater cost efficiency.

C-5e: Work with the school districts to identify and implement opportunities for joint-use public transit that would provide both student transportation and local transit service.

C-5f: Through the development review process, ensure that projects provide increased land use densities and mixed uses, consistent with the Land Use Element to enhance the feasibility of transit and promote alternative transportation modes.

C-5g: Along fixed route corridors, require that new development to be compatible with and further the achievement of the Circulation Element. Requirements for compatibility may include but are not limited to:

- Orienting pedestrian access to transit centers and existing and planned transit routes.
- Orienting buildings, walkways, and other features to provide pedestrian access from the street and locating parking to the side or behind the development, rather than separating the development from the street and pedestrian with parking.
- Providing clearly delineated routes through parking lots to safely accommodate pedestrian and bicycle circulation.

C-5h: Review and update the City's funding programs to provide for adequate transit services, including funding for capital, operations, and maintenance, commensurate with growth of the City.

C-7a: Provide information about transit services, ridesharing, vanpools, and other transportation alternatives to single occupancy vehicles at City Hall, the library, on the City website, and through other channels.

C-7b: Develop TDM program requirements with consideration of addressing CEQA vehicle miles traveled impact analysis requirements (i.e., SB 743) in accordance with implementation measure C-1b. TDM programs shall include measures to reduce total vehicle miles traveled and peak hour vehicle trips. A simplified version of the Air District's Rule 9410 could be used to implement this measure.

C-7c: Coordinate with the San Joaquin Council of Governments on a Congestion/Mobility Management Program to identify TDM strategies to reduce VMT and mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, increasing transit service frequency and speed, transit information systems, subsidized and discount transit programs, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation Systems.

C-7d: Proposed development projects shall incorporate measures to reduce VMT, including consideration of the measures listed below. This list is not intended to be exhaustive, and not all measures may be feasible, reasonable, or applicable to all projects. The purpose of this list is to identify options for future development proposals, not to constrain projects to this list, or to require that a project examine or include all measures from this list. Potential measures, with possible ranges of VMT reduction for a project, include:*

- Increase density of development (up to 10.75 percent)
- Increase diversity of land uses (up to 12 percent)
- Implement car-sharing programs (up to 5 percent)
- Implement parking management and pricing (up to 6 percent)
- Implement subsidized or discounted transit program (up to 0.7 percent)
- Implement commute trip reduction marketing and launch targeted behavioral interventions (up to 3 percent)
- Participating in local or regional carpool matching programs**
- Providing preferential carpool and vanpool parking**
- Providing secure bicycle parking, showers, and lockers at work site**

*Note: VMT reduction ranges based on Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (2010), and new research compiled by Fehr & Peers (2020). Additional engineering analysis is required prior to applying reductions to specific projects. Actual reductions will vary by project and project context.

**Reduction determined at the project-level

C-7e: Partner with SJCOG, San Joaquin County, and neighboring cities to evaluate a potential regional VMT impact fee program, bank, or exchange.

C-7f: Implement the Active Transportation Plan and other Bikeway and Pedestrian Systems goals and policies (C-4).

C-7g: Expand transit service and increase transit frequency and implement Public Transit goals and policies (C-5).

RC-4a: Continue to assess and monitor performance of greenhouse gas emissions reduction efforts, including progress toward meeting longer-term GHG emissions reduction goals for 2035 and 2050. Report on the City's progress annually, and schedule public hearings at the Planning Commission and City Council. The Climate Action Plan shall be updated by 2025 and subsequently reviewed every 5 years and updated as necessary to be

consistent with State-adopted GHG reduction targets, including revisions to GHG reduction measures to ensure effective implementation.

RC-4b: Implement development standards, mitigation measures (as applicable), and best practices that promote energy conservation and the reduction in greenhouse gases, including:

- Require new development to incorporate energy-efficient features through passive design concepts (e.g., techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access);
- Require construction standards which promote energy conservation including window placement, building eaves, and roof overhangs;
- Require all projects to meet or, when feasible, exceed the most current “green” development standards in the California Green Building Standards Code;
- Require developments to include vehicle charging stations that meet or exceed the requirements of State law and to include outdoor electrical outlets. Discourage portable generators or other portable power sources;
- Require best practices in selecting construction methods, building materials, project appliances and equipment, and project design;
- Encourage projects to incorporate enhanced energy conservation measures, electric-only appliances, and other methods of reducing energy usage and greenhouse gas emissions; and
- Require large energy users to implement an energy conservation plan, which may include solar or other non-fossil fuel sources to meet the operation’s full power demand and 100% fleet electrification as part of the project review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.

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

RC-4d: Develop a public education program in partnership with relevant agencies and community organizations to increase public participation in energy conservation.

RC-4e: Connect residents and businesses with programs that provide free or low-cost energy efficiency audits and retrofits to existing buildings.

RC-4f: Update the Municipal Code to incentivize the use of small-scale renewable energy facilities and, where appropriate, to remove impediments to such uses.

RC-4g: Cooperate with other agencies, jurisdictions, and organizations to expand energy conservation programs.

RC-4h: Explore alternative energy sources, including co-generation, active solar energy, and wind generation, and identify opportunities for alternative energy to be used in public and private projects.

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

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

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

RC-5j: Implement transportation measures, as outlined in the Circulation Element, which reduce the need for automobile use and petroleum products.

RC-5a: Work with the Air District to implement the Air Quality Management Plan (AQMP).

- *Cooperate with the Air District to develop consistent and accurate procedures for evaluating project-specific and cumulative air quality impacts.*
- *Cooperate with the Air District and the State Air Board in their efforts to develop a local airshed model.*
- *Cooperate with the Air District in its efforts to develop a cost/benefit analysis of possible control strategies (mitigation measures to minimize short and long-term stationary and area source emissions as part of the development review process, and monitoring measures to ensure that mitigation measures are implemented.*
- *Cooperate with the Air District and community organizations to promote public awareness of air quality issues.*

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

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

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

- *The use of best available and economically feasible control technology for stationary industrial sources;*

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

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

As described in Chapter 2.0, Project Description, sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses under the Original Project would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1 for the Modified Project. The Modified Project would result in a decrease of 1,296 residential units and an increase in non-residential, including approximately 2,667,450 square feet of commercial, industrial, and office uses and park use. As summarized in Table 5 below and discussed in greater detail in Section 3.14, Transportation and Circulation, of this Addendum and, while the Modified Project would result in an increase in development and associated greenhouse gas emissions, household-based VMT would decrease with the Modified Project by approximately 1.0 VMT per resident and by approximately 0.6 VMT per employee in comparison to the Original Project. With implementation of the Modified Project, the average VMT per service population would increase by 1.3% from 39.9 to 40.4 while the total VMT would increase slightly by 0.5% from 9,376,561 for the Original Project to 9,425,682 for the Modified Project (see Table 5).

TABLE 5: COMPARISON OF THE ORIGINAL PROJECT TO THE MODIFIED PROJECT - VEHICLE MILES TRAVELED

LAND USE	UNITS¹	EXISTING CONDITION (2019 BASELINE)	ORIGINAL PROJECT	ORIGINAL PROJECT VS. EXISTING CONDITION	MODIFIED PROJECT	MODIFIED PROJECT VS. EXISTING CONDITION	CHANGE FROM ORIGINAL PROJECT TO MODIFIED PROJECT
All residential	VMT per dwelling unit	94.8	70.0	-26%	69.0	-27%	-1.4%
All residential	VMT per resident ²	29.8	22.0	-26%	21.7	-27%	-1.4%
All employment	VMT per employee	82.2	122.0	48%	121.4	48%	-0.5%
All land uses	VMT per service population ^{2,3}	37.9	39.9	5%	40.4	7%	1.3%
Total VMT	VMT ⁴	3,755,100	9,376,561	150%	9,425,682	151%	0.5%

Notes:

¹VMT per employee ratios include all trips by employees, customers, and deliveries

²Based on 3.18 residents/dwelling Unit (California Department of Finance, E-5 City/County Population and Housing Estimates, 1/1/2020)

³Service population includes residents and employees

⁴VMT includes full length of all trips with either an origin or destination within the planning area

Source: Fehr & Peers, 2024

Future development under the Modified Project would be subject to State laws addressing greenhouse gas emissions, including CalGreen, and to the Original Project policies and actions identified to address generation of greenhouse gases that could have a significant impact on the environmental, potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions, the potential for wasteful, inefficient, or unnecessary consumption of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency, or contribute to cumulative impacts related to greenhouse gases and energy. The Modified Project would not remove or modify components of the Original Project that promote reduction of greenhouse gases emissions and energy conservation to ensure impacts related to greenhouse gases, climate change, and energy are reduced to less than significant. Implementation of the Modified Project's General Plan policies and programs would ensure that the Modified Project continues to be consistent with adopted plans, regulations, and policies associated with greenhouse gas emissions and energy.

The Modified Project would not result in any new impacts or the increase in significance of impacts relative to greenhouse gases, climate change, and energy. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Hazards and hazardous materials impacts associated with the Original Project were identified and discussed in Section 3.8, Hazards and Hazardous Materials, of the Original Project EIR (Draft EIR, pages 3.8-1 through 3.8-39, 4.0-8, and 4.0-9). The Original Project EIR analyzed the following impacts associated with Hazards and Hazardous Materials:

- Impact 3.8-1:** General Plan implementation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Less than Significant)
- Impact 3.8-2:** General Plan implementation would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Less than Significant)
- Impact 3.8-3:** General Plan implementation would not have projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Less than Significant)
- Impact 3.8-4:** The General Plan would not result in a safety hazard for people residing or working within an area covered by an airport land use plan, or two miles of a public airport or public use airport (Less than Significant)
- Impact 3.8-5:** General Plan implementation would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Less than Significant)
- Impact 3.8-6:** General Plan implementation would not expose people or structures to a significant risk of loss, injury or death involving wildland fires (Less than Significant)
- Impact 4.8:** Cumulative impacts related to hazardous materials and human health risks (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.8-1 through 3.8-6 and 4.8 (see Draft EIR, pages 3.7-23 through 3.7-57, 4.0-8, and 4.0-9), the Original Project would have less than significant impacts related to hazards and hazardous materials and a less than cumulatively considerable contribution to cumulative impacts related to hazardous materials and human health risks.

The Original Project included policies and actions to address the potential for hazards associated with transport, use, disposal, or emissions of hazardous materials to result in a significant impact to the public, environment, or in the vicinity of an existing or proposed school, to address implementation of adopted emergency response or emergency evacuation plans, and to reduce potential wildfire impacts as discussed in the Original Project EIR. The Original Project included measures to ensure that development within the Stockton Metropolitan Airport Influence Area is consistent with the compatible uses for Zone 7 and Zone 8.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and

residential uses as shown in Figure 1 and identified in Table 1. The Modified Project would not identify any new areas for development in comparison to the Original Project. The Modified Project does not include types of uses that would result in hazards or use of hazardous materials not considered for the Original Project. The General Plan policies and programs, as well as State and local regulations, identified in the Draft EIR under Impacts 3.8-1 through 3.8-6 and 4.8 for the Original Project are retained in the Modified Project and would apply to development under the Modified Project. These policies and programs address potential exposure to hazardous materials and conditions and would continue to ensure that potential impacts associated with hazards and hazardous materials remain at a less than significant level under the Modified Project. These policies and actions are detailed on pages 3.8-28, 3.8-29, 3.8-32, and 3.8-35 through 3.8-39 of the Original Project EIR and include, but are not limited to:

Policies

LU-2.10: Ensure that development within the Stockton Metropolitan Airport Influence Area (Figure LU-3) is consistent with the compatible uses identified in the Project Review Guidelines for the Airport Land Use Commission. Lands within the Planning Area include lands within Zone 7 (traffic pattern zone) and Zone 8 (airport influence area).

CF-3.1: Through adequate staffing and station locations, maintain a maximum five-minute travel response time 90% of the time for fire and emergency calls, an overall fire insurance (ISO) rating of 2 or better for all developed areas within the City, and a minimum staffing of 3 personnel for all fire stations.

CF-3.2: Provide fire services to serve the existing and projected population.

CF-3.3: Periodically review, and if necessary, amend, the criteria for determining the circumstances under which fire service will be enhanced and ensure adequate levels of service are provided to older, low income, and disadvantaged areas.

CF-3.4: Design and maintain roadways in such a way so as to maintain acceptable emergency vehicle response times.

CF-3.5: Ensure that new development and existing development, including older, low income, and disadvantaged areas, is designed, constructed, and equipped consistent with the requirements of the California Fire Code in order to minimize the risk of fire.

CF-3.6: Ensure that new development is served with adequate water volumes and water pressure for fire protection.

S-1.1: Maintain and periodically update the City's Emergency Plan.

S-1.2: Ensure the availability and functionality of critical facilities during flooding events.

S-1.3: Locate new critical City facilities, and promote the location of non-City critical facilities, including hospitals, emergency shelters, emergency response centers, and emergency communications facilities, outside of flood hazard zones and geologic hazard areas where feasible. Critical facilities that are, or must be, located within flood hazard zones or areas with geologic hazards should incorporate feasible site design or building construction features to mitigate potential risks, including those associated with geologic, seismic, and flood events, to ensure accessibility, operation, and structural integrity, during an emergency and to minimize damage to the facility.

S-1.4: Encourage community awareness of seismic, flooding, and other disaster safety issues, including building safety, emergency response plans, and understanding steps to take for safety during and after a disaster, including identified evacuation routes.

S-1.5: Continue to cooperate with San Joaquin County and other public agencies in implementing the Countywide Emergency Preparedness Plan and Local Hazard Mitigation Plan.

S-4.1: Maintain an awareness of hazardous materials throughout the Manteca region.

S-2.7: Require compliance with the State's building standards in the design and siting of critical facilities, including police and fire stations, school facilities, hospitals, hazardous materials manufacturing and storage facilities, and large public assembly halls.

S-4.2: Strictly regulate the production, use, storage, transport, and disposal of hazardous materials in compliance with local, federal, and State requirements to protect the health and safety of Manteca residents.

S-4.3: As part of the development review process, consider the potential for the production, use, storage, transport, and/or disposal of hazardous materials and provide for appropriate controls on such hazardous materials consistent with federal, state, and local standards.

S-4.4: Use the environmental review process to comment on Hazardous Waste Transportation, Storage and Disposal Facilities proposed in the Manteca Planning Area and throughout the County to request a risk assessment and ensure that potentially significant, widespread, and long-term impacts on public health and safety of these facilities are identified and mitigated, as such impacts do not respect jurisdictional boundaries.

Actions

LU-2i: Refer all applications for development within the Stockton Metro Airport Area of Influence to the Airport Land Use Commission and the Stockton Metro Airport for comment.

CF-3a: Continuously monitor response times and provide the City Council with an annual report on the results of the monitoring.

CF-3b: Continue to enforce the California Building Code and the California Fire Code to ensure that all construction implements fire-safe techniques, including fire resistant materials, where required.

CF-3c: As part of the City's existing development review process for new projects, the Fire Department will continue to make determinations on projects' potential impacts on fire protection services. Requirements will be added as conditions of project approval, if appropriate.

CF-3d: The Planning Commission and City Engineer will review proposed residential street patterns to evaluate the accessibility for fire engines and emergency response.

S-1a: Regularly conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

S-1b: Regularly review County and State emergency response procedures that must be coordinated with City procedures.

S-1c: Cooperate with San Joaquin County OES, Manteca Fire Department, Lathrop Manteca Fire District, Manteca Police Services, the reclamation districts, and other agencies with responsibility for emergency management in emergency response planning, training and provision of logistical support.

S-2b: Review development proposals to ensure compliance with the current State building standards.

S-4a: As part of the development review process, require projects that may result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.

S-4b: Review development proposals to address proximity of users and transporters of significant amounts of hazardous materials relative to sensitive uses, such as schools and residential neighborhoods, and to ensure adequate measures are in place to reduce risks to an acceptable level.

S-4c: Continue to require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to the Manteca Fire Department.

S-4d: Annually coordinate with the Manteca Fire Department and 911 dispatch center to ensure that the City maintains a current database of hazardous materials.

S-4e: Coordinate with the Manteca Fire Department, other local agencies, and Union Pacific Railroad to strictly regulate and enforce the use, storage, transport, and/or disposal of hazardous materials under California Administrative Code Title 19 requirements.

S-4f: Continue to work with San Joaquin County and other public agencies to inform consumers about household use and disposal of hazardous materials.

S-4g: Cooperate fully with Union Pacific Railroad and other agencies, such as the California Highway Patrol, in the event of a hazardous material emergency.

S-4h: Continue the City hazardous waste pick-up program for household hazardous materials.

Therefore, the Modified Project would not increase the significance of impacts associated with hazards and hazardous materials in comparison to the Original Project and would not result in any new impacts associated with hazards and hazardous materials. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.9 HYDROLOGY AND WATER QUALITY

Hydrology and water quality impacts associated with the Original Project were identified and discussed in Section 3.9, Hydrology and Water Quality, of the Original Project EIR (Draft EIR, p. 3.9-1 through 3.9-37 and 4.0-13). The Original Project EIR analyzed the following impacts associated with Hydrology and Water Quality:

- Impact 3.9-1:** General Plan implementation would not violate water quality standards or waste discharge requirements or otherwise substantially degrade water quality or obstruct implementation of a water quality control plan (Less than Significant)
- Impact 3.9-2:** General Plan implementation would not result in the depletion of groundwater supplies or interfere substantially with groundwater recharge or conflict with a groundwater management plan (Less than Significant)
- Impact 3.9-3:** General Plan implementation would not alter the existing drainage pattern in a manner which would result in substantial erosion, siltation, flooding, impeded flows, or polluted runoff (Less than Significant)
- Impact 3.9-4:** General Plan implementation would not release pollutants due to project inundation by flood hazard, tsunami, or seiche (Less than Significant)
- Impact 4.9:** Cumulative impacts related to hydrology and water quality (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.9-1 through 3.9-4 and 4.9 (see Draft EIR, pages 3.9-22 through 3.9-37 and 4.0-13), the Original Project would have less than significant impacts related to hazards and hazardous materials and a less than cumulatively considerable contribution to cumulative impacts related to hazardous materials and human health risks.

The Original Project included policies and actions to address hydrology and water quality impacts, including policies and actions to ensure development projects do not substantially degrade water quality or obstruct with implementation of a water quality control plan through implementing stormwater control measures and complying with Manteca Municipal Code stormwater and drainage requirements, to address water quality and potential release of pollutants through site design and best management practices, to ensure adequate water supply and reduce reliance on groundwater resources, ensure that changes to existing drainage patterns are designed to address and reduce erosion, flooding, and flows, and to ensure new development is designed to address and reduce impacts associated with flooding.

As previously discussed, the Modified Project would decrease residential development potential and allow for an increase in non-residential development, including industrial and park uses. The Modified Project anticipates urbanization and disturbance of the same areas within the Planning Area as the Original Project and would not designate additional sites for urban development in comparison to the Original Project. Future development under the Modified Project would be subject to the Manteca Municipal Code and to Original Project policies and actions identified to reduce potential impacts associated with water quality, including water quality standards and waste discharge requirements, depletion of groundwater supplies, alteration to existing drainage patterns, release pollutants due to project inundation by a flood, tsunami, or seiche, and cumulative impacts associated with hydrology and water quality. The Modified Project does not include any modifications to the Original Project policies

and actions that address and reduce impacts associated with hydrology and water quality. These policies and actions are detailed on pages 3.9-26, 3.9-27, 3.29, 3.9-30, 3.9-32, 3.9-36, and 3.9-37 of the Original Project EIR and include, but are not limited to:

Policies

RC-1.7: Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces.

CF-6.1: Ensure the water system and supply is adequate to meet the needs of existing and future development and is utilized in a sustainable manner.

CF-6.3: Pursue additional water supply agreements to supplement the City's existing system in order to meet projected demand and to reduce the City's reliance on groundwater resources.

CF-6.6: Limit development of private water wells to occur only if the City makes a finding that it cannot feasibly provide water service. Such systems shall only be allowed to be used until such time as City water service becomes available.

CF-6.7: Ensure that all new development provides for and funds a fair share of the costs for adequate water distribution, including line extensions, easements, and plant expansions.

CF-6.8: Continue efforts to reduce potable water use, increase water conservation, and establish water reuse and recycling systems.

CF-6.9: Encourage the use of recycled water for industrial uses and landscape irrigation where feasible, within the parameters of State and County Health Codes and standards.

CF-6.10: Consider the effect of incremental increases in the demands on groundwater supply and water quality when reviewing development applications.

CF-8.1: Maintain and improve Manteca's storm drainage facilities.

CF-8.2: Require all development projects to demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process and as required by the City's NPDES Municipal Regional Permit. Project applicants shall mitigate any drainage impacts as necessary and shall demonstrate that the project will not result in any increase in off-site runoff during rain and flood events.

CF-8.3: Continue to allow dual-use detention basins for parks, ball fields, and other uses where appropriate.

CF-8.4: Incorporate recreational trails and parkway vegetation design where open stormwater facilities are appropriate and ensure that vegetation does not reduce channel capacity.

CF-8.5: Maintain drainage channels in a naturalized condition where appropriate, incorporating recreational trails, parkway vegetation, and other amenities and ensuring that vegetation does not reduce channel capacity, and consistent with the Resource Conservation Element.

CF-8.6: Continue to work cooperatively with outside agencies such as the San Joaquin Area Flood Control Agency and South San Joaquin Irrigation District regarding storm drainage and flood control management issues.

CF-8.7: Ensure and prioritize adequate drainage facilities low income, disadvantaged, and older neighborhoods and senior communities.

S-1.1: *Maintain and periodically update the City's Emergency Plan.*

S-1.2: *Ensure the availability and functionality of critical facilities during flooding events.*

S-1.3: *Locate new critical City facilities, and promote the location of non-City critical facilities, including hospitals, emergency shelters, emergency response centers, and emergency communications facilities, outside of flood hazard zones and geologic hazard areas where feasible. Critical facilities that are, or must be, located within flood hazard zones or areas with geologic hazards should incorporate feasible site design or building construction features to mitigate potential risks, including those associated with geologic, seismic, and flood events, to ensure accessibility, operation, and structural integrity, during an emergency and to minimize damage to the facility.*

S-1.4: *Encourage community awareness of seismic, flooding, and other disaster safety issues, including building safety, emergency response plans, and understanding steps to take for safety during and after a disaster, including identified evacuation routes.*

S-1.5: *Continue to cooperate with San Joaquin County and other public agencies in implementing the Countywide Emergency Preparedness Plan and Local Hazard Mitigation Plan.*

S-3.3: *Require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding and consistent with California Department of Water Resources Urban Level of Flood Protection Criteria (ULOP). The City shall not approve the execution of a development agreement, a tentative map, or a parcel map for which a tentative map is not required, or a discretionary permit or other discretionary entitlement that would result in the construction of a new building, or construction that would result in an increase in allowed occupancy for an existing building, or issuance of a ministerial permit that would result in the construction of a new residence for property that is located within a 200-year flood hazard zone, unless the adequacy of flood protection as described in Government Code §65865.5(a), 65962(a), or 66474.5(a), has been demonstrated.*

Actions

CF-6a: *Update the Public Facilities Implementation Plan, regarding water supply and distribution, every five years. The update shall reflect the most recent adopted groundwater studies that establish a safe yield for the groundwater basin and/or establish maximum extraction from the basin. The update shall be reviewed annually for adequacy and consistency with the General Plan.*

CF-6b: *Continue to rely groundwater resources, while participating in the regional efforts to secure surface water to augment the City's groundwater supply in the mid and long term.*

CF-6d: *Regularly review and update the City's water conservation measures to be consistent with current best management practices for water conservation, considering measures recommended by the State Department of Water Resources, the California Urban Water Conservation Council, and the San Joaquin County Flood Control and Water Conservation District.*

CF-6h: *Retain a water conservation ordinance requiring the installation of low-flush toilets, low-flow showerheads, and similar features in all new development.*

CF-6j: *Regularly monitor water quality in the water system and wells and take necessary measures to prevent contamination and reduce known contaminants to acceptable levels.*

RC-3b: *Require site-specific land management and development practices for proposed development projects, including appropriate measures for drainage control and avoiding or reducing erosion.*

RC-3c: *Continue to implement, and periodically review/update as necessary, Municipal Code Section 17.48.070(G) (Grading Design Plan). The City shall review projects to ensure that best management practices*

are implemented during construction and site grading activities, as well as in project design to reduce pollutant runoff into water bodies.

CF-8a: Update the Storm Drainage Master Plan and Public Facilities Implementation Plan every five years. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-8b: Continue to complete gaps in the drainage system in areas of existing development.

CF-8c: Identify which storm water and drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program.

CF-8d: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased as a during rain and flood events.

S-1e: Periodically coordinate with local flood protection agencies, including the reclamation districts, to discuss the status of flood protection facilities and improvements, strategize future improvements, consider potential climate change effects, financing for improvements, emergency response plans, and worker training for emergency response situations.

S-1f: Review and maintain critical City facilities to ensure the accessibility and structural and operational integrity of essential facilities during an emergency.

S-3e: Require applications for development in areas subject to 200-year flooding to indicate the depth of predicted 200-year flooding on the basis of official maps approved by the City of Manteca or Floodplain Administrator.

S-3f: Maintain an official 200-year Floodplain Map, including predicted flood depths, for reference when making land use determinations.

S-3g: Amend Chapter 8.30 (Floodplain Management) of the Municipal Code to reflect flood protection requirements specified in the Safety Element as well as any relevant updates to Federal or State requirements.

S-3h: Consider potential effects of climate change in planning, design, and maintenance of levee improvements and other flood control facilities.

As with the Original Project, compliance with the Modified Project's policies and programs in the General Plan and applicable Federal, State, and local regulations would ensure the Modified Project's potential to result in potential impacts associated with water quality, including water quality standards and waste discharge requirements, depletion of groundwater supplies, alteration to existing drainage patterns, release pollutants due to project inundation by a flood, tsunami, or seiche, and cumulative impacts associated with hydrology and water quality would be comparable to the Original Project.

There would be no new significant impacts or increase in the significance of impacts associated with hydrology or water quality. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.10 LAND USE, POPULATION AND HOUSING

These impacts associated with the Original Project were identified and discussed in Section 3.10, Land Use and Planning of the Original Project EIR (Draft EIR, pages 3.10-1 through 3.10-29, 4.0-13, and 4.0-14). The Original Project EIR analyzed the following impacts associated with Land Use and Planning:

- Impact 3.10-1:** General Plan implementation would not physically divide an established community (Less than Significant)
- Impact 3.10-2:** General Plan implementation would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Less than Significant)
- Impact 3.10-3:** General Plan implementation would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (Less than Significant)
- Impact 3.10-4:** General Plan implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (Less than Significant)
- Impact 4.10:** Cumulative impacts related to land use, population, and housing (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.010-1 through 3.10-4 and 4.10 (see Draft EIR, pages 3.10-19 through 3.10-29, 4.0-13, and 4.0-14), the Original Project does not include any uses or features that would physically divide existing communities, includes policies and measures to promote consistency with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, would not induce substantial unplanned population growth, and would not displace substantial numbers of existing people or housing. The Original Project includes policies and programs to guide growth and development, promote land use compatibility, ensure compliance with adopted land use plans, policies, and regulations adopted to avoid or mitigate an environmental effect, and to ensure that a variety of housing types and affordability levels are available.

As previously discussed in Chapter 2.0, Project Description, the Modified Project would result in a reduction in residential development and allow for an increase in non-residential development, particularly industrial and park uses (see Figure 1 for changes to the Land Use Map). The Modified Project would not designate additional sites for urban development in comparison to the Original Project; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1. Future development under the Modified Project would be subject to the Manteca Municipal Code, applicable Federal, State, and local plans that regulate land use and environmental impacts in Manteca, and to Original Project policies and actions identified to reduce potential impacts associated with physical division of an established community, conflicts with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, displacement of people or housing, and cumulative effects related to land use, population, and housing. These policies and actions are detailed on pages 3.10-19 through 3.10-21, 3.10-24 through 3.10-27, 3.10-28, and 3.10-29 of the Original Project EIR and include, but are not limited to:

Policies

LU-1.1: Maintain an adequate supply of land to support projected housing, employment, service, retail, educational, and institutional needs for the community.

LU-1.2: Promote land use compatibility through use restrictions, development standards, environmental review, and design considerations.

LU-1.3: Ensure consistency between the Land Use Map and implementing plans, ordinances, and regulations.

LU-1.4: Assign the land use designations throughout the City and to parcels within the Planning Area, as included in this element and shown in the Land Use Map (Figure LU-2).

LU-2.1: Continue to maintain and implement the City's Growth Management Program, as set forth in the Growth Management Element.

LU-2.3: To maintain balanced growth and to manage the City's investment in infrastructure, facilities, and services for growth areas, encourage infill development, redevelopment, and rehabilitation projects within the City and growth that is contiguous with existing development and/or the boundary of the City.

LU-2.4: Continue to encourage the use of specific and master plans, as needed, to ensure orderly, well-planned growth.

LU-2.5: Lands within the SOI that are not designated with the Urban Reserve Overlay are intended to serve as the Primary Urban Service Area and be planned for development during the General Plan horizon (2040). Lands within the SOI that are designated with the Urban Reserve Overlay as well as lands within the Planning Area that are outside of the SOI are anticipated to accommodate the City's long-term growth and are intended to serve as the Secondary Urban Service Area.

LU-2.6: Evaluate applications for annexations based upon the following criteria:

- The annexation shall mitigate its impacts through consistency with the General Plan goals and polices and shall provide a positive benefit to Manteca.*
- The annexation area is contiguous with city boundaries and provides for logical expansion and development.*
- The annexation area creates clear and reasonable boundaries for the City and service providers.*
- The annexation area will be adequately served by municipal services.*
- The annexation area will be adequately served by schools.*
- The annexation, when reviewed cumulatively with other annexations, provides a long-term fiscal balance for the City and its residents.*
- The annexation is consistent with State law and San Joaquin County Local Agency Formation Commission standards.*
- The annexation is consistent with the General Plan.*
- The annexation contributes its fair-share to applicable infrastructure and public services needs, including facilities identified in the Regional Transportation Plan, Public Facilities Implementation Plan, and Capital Improvement Program.*
- The effect of the proposal on maintaining the physical and economic integrity of agricultural lands and achievement of Resource Conservation and Community Design Elements goals.*
- The extent to which the proposal will assist the City in achieving the adopted fair share of the Regional Housing Needs Assessment as determined by the San Joaquin Council of Governments.*
- The extent to which the proposal will promote environmental justice. As used in this policy, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with*

respect to the location of public facilities and the provision of public services.

- *The extent in which the proposal facilitates achievement of the City's jobs/housing balance goal of a 1:1 ratio.*

LU-2.7: Review public and private development proposals and land use changes within the City's Sphere of Influence (SOI) and Planning Area for consistency within the General Plan.

LU-2.10: Ensure that development within the Stockton Metropolitan Airport Influence Area (Figure LU-3) is consistent with the compatible uses identified in the Project Review Guidelines for the Airport Land Use Commission. Lands within the Planning Area include lands within Zone 7 (traffic pattern zone) and Zone 8 (airport influence area).

EF-5.1: Plan and encourage residential development with a broad range of housing types and densities to accommodate all income levels and job classifications and take into account anti-gentrification measures to preserve existing affordable housing.

EF-5.2: Plan for a balanced community where the Manteca workforce will be able to afford housing within the city of Manteca.

RC-11.1: Support the long-term viability and success of the natural Delta ecosystems and the continuation of Delta heritage.

RC-11.2: Support efforts to ensure the protection, viability, and restoration of the Delta ecosystem in perpetuity, including implementing local conservation efforts that improve adequate water supply and quality.

RC-11.3: Support funding mechanisms that provide for the longer-term improvement and maintenance of Delta levees, and coordinate Delta emergency preparedness, response, and recovery with local agencies.

RC-11.4: Promote protection of areas for habitat restoration, including remnants of riparian and aquatic habitat, particularly in the Delta.

RC-11.5: Encourage compatibility between agricultural practices and wildlife habitat.

RC-11.6: Preserve and protect the water availability and quality of the Delta for designated beneficial uses and habitat protection.

RC-11.7: Encourage and promote the expansion of floodplains and riparian habitats in levee projects.

RC-11.8: Recognize that climate change impacts may influence future guidance, and best available data, and continue to ensure that up-to-date information is consulted when reviewing projects for potential impacts to the Delta.

Actions

LU-1a: As part of the annual report on the implementation of the General Plan to the Planning Commission and City Council, provide an evaluation of the year's development trends, current land supply, and the ability of infrastructure and public services to meet future needs.

LU-1b: Regularly review and revise, as necessary, the Zoning Ordinance to accomplish the following purposes:

- *Ensure consistency with the General Plan in terms of zoning districts and development standards;*
- *Provide for a Downtown zone that permits the vibrant mixing of residential, commercial, office, business-professional, and institutional uses within the Central Business District;*
- *Ensure adequate buffers and transitions are required between intensive uses, such as industrial and agricultural industrial, and sensitive receptors, including residential uses and schools; and*

- *Provide for an Agricultural Industrial zone that accommodates the processing of crops and livestock.*
- *Ensure that land use requirements meet actual demand and needs over time as technology, social expectations, and business practices change.*

LU-1c: *Conduct a General Plan review in conjunction with adoption of policy and regulatory documents to ensure consistency with the Land Use Map.*

LU-2a: *Monitor the issuance of building permits and development entitlement in order to determine and forecast the rate of future development.*

LU-2b: *Educate the community regarding the benefits of infill development.*

LU-2c: *Maintain a computerized land use database system that includes current parcel-specific information regarding General Plan, Zoning, parcel size, pending and approved development, and other relevant factors.*

LU-2d: *Prior to the consideration of any General Plan amendment to modify the land use allocation or expand the City's boundaries or sphere of influence, the City shall complete or cause to be completed the following City-wide studies/plans:*

- a. *Recreational needs assessment and consistency with the Open Space and Conservation Element and Parks and Recreation Master Plan.*
- b. *Economic Development Studies and consistency with Economic Development and Fiscal Element goals and policies.*
- c. *Public Facilities and Services Capacity Study consistent with the Public Facilities and Services Element.*
- d. *Transportation System Capacity Study, including Long Range Transit Plan consistent with the Circulation Element.*

The studies shall define overall holding capacities and identify additional performance standards that will need to be met to ensure the achievement of the goals and policies of the General Plan.

LU-2f: *Formally request that the County provide the City with notice of development applications and related actions within and adjacent to the Planning Area and provide the City with the opportunity to comment on land use changes and development proposals under review. The City's review of projects within the referral area shall emphasize the importance of:*

- *Consistency with the Land Use Map;*
- *The protection of agricultural lands and open space;*
- *The protection of biological resources, including riparian habitat and corridors;*
- *The protection of groundwater recharge areas and watersheds;*
- *Reducing sprawl; and*
- *Ensuring quality development that meets the City's standards and is consistent with the City's character and values.*

LU-2g: *Review and comment on development proposals in adjacent communities to minimize potential environmental and economic impacts to Manteca.*

LU-2i: *Refer all applications for development within the Stockton Metro Airport Area of Influence to the Airport Land Use Commission and the Stockton Metro Airport for comment.*

EF-5a: *Use the Policies and Implementation Measures outlined in the Housing Element to assure provision of housing affordable to the existing and future workforce.*

EF54b: Use appropriate land use, zoning, and permit streamlining strategies, and financial incentives to provide for and encourage housing types that are compatible with wage structures associated with existing and forecast employment.

EF-5c: Ensure specific plans and large planned developments throughout the City to include a mix of housing types and density ranges (consistent with the Zoning Ordinance) related to local wage structures to achieve a jobs/housing balance.

EF-5d: Encourage creative approaches to encourage integration of housing production with commercial development.

RC-11a: Review all projects affecting areas within the Delta Secondary Zone to ensure they are consistent with the criteria and policies set forth by the Delta Stewardship Council's "Delta Plan".

RC-11b: As applicable, provide opportunities for review of and comment by the Reclamation Districts, the Delta Stewardship Council, Delta Protection Commission, and SWRCB during project review.

RC-11c: Review all projects located within or adjacent to priority habitat restoration areas, and consult the California Department of Fish and Wildlife to ensure that any impacts do not have a significant effect on the opportunity to restore habitat as described in the Delta Plan.

RC-11d: Review and regulate new development to ensure consistency with Federal and State flood and floodway requirements, including Bay Delta Conservation Plan and Delta Plan policies as applicable.

As with the Original Project, compliance with the Modified Project's policies and programs in the General Plan and applicable regulations would ensure the Modified Project's potential to divide an established community, conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, displace substantial numbers of people or housing, or result in cumulative land use, population, or housing impacts would be comparable to the Original Project.

There would be no new significant impacts or increase in the significance of impacts associated with land use, population, or housing. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.11 MINERAL RESOURCES

Mineral resource impacts associated with the Original Project were identified and discussed in Section 3.11, Mineral Resources, of the Original Project EIR (Draft EIR, pages 3.11-1 through 3.11-5, 4.0-14, and 4.0-15). The Original Project EIR analyzed the following impacts associated with Mineral Resources:

- Impact 3.11-1:** General Plan implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (Less than Significant)
- Impact 3.11-2:** General Plan implementation would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan (Less than Significant)
- Impact 4.11:** Cumulative impacts related to mineral resources (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.11-1, 3.11-2, and 4.11 (see Draft EIR, pages 3.11-3 through 3.11-5, 4.0-14, and 4.0-15), the Original Project would have a less than significant impact related to loss of availability of a known mineral resource of value to the region or state or delineated as locally-important and would have a less than cumulatively considerable contribution to cumulative impacts related to mineral resources.

As discussed in the Original Project EIR, the Original Project Planning Area includes known mineral resources that have already been mined and subsequently developed. There are no other known mineral resources or deposits in the Planning Area that are of significant value to the region or state or identified as locally important.

The Modified Project would not identify any new sites for urbanization or development that were not previously analyzed or anticipated for urbanization and development in the Original Project EIR and thus would have no change in impacts to mineral resources in comparison to the Original Project.

Therefore, the Modified Project would not result in any new impacts associated with mineral resources and would not increase the significance of impacts related to mineral resources in comparison to the Original Project. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.12 NOISE

Noise impacts associated with the Original Project were identified and discussed in Section 3.12, Noise, of the Original Project EIR (Draft EIR, pages 3.12-1 through 3.12-34, 4.0-15, and 4.0-16). The Original Project EIR analyzed the following impacts associated with Noise:

- Impact 3.12-1:** General Plan implementation may result in exposure to significant traffic noise sources (Significant and Unavoidable)
- Impact 3.12-2:** General Plan implementation may result in exposure to excessive railroad noise sources (Less than Significant)
- Impact 3.12-3:** Implementation of the General Plan could result in the generation of excessive stationary noise sources (Less than Significant)
- Impact 3.12-4:** General Plan implementation may result in an increase in construction noise sources (Less than Significant)
- Impact 3.12-5:** General Plan implementation may result in construction vibration (Less than Significant)
- Impact 3.12-6:** General Plan implementation may result in exposure to groundborne vibration (Less than Significant)
- Impact 4.12:** Cumulative impacts related to noise (Cumulatively Considerable and Significant and Unavoidable)

As described in Chapter 2.0, Project Description, the Modified Project would result in a reduction in residential development and an increase in non-residential development, primarily additional parks and industrial development potential (see Table 1 and Figure 1).

IMPACTS 3.12-1 AND 4.12

As discussed in the Original Project EIR under Impacts 3.12-1 and 4.12 (see Draft EIR, pages 3.12-17 through 3.12-34, 4.0-15, and 4.0-16), the Original Project would have a significant and unavoidable impact related to exposure to traffic noise sources and would result in a cumulatively considerable contribution to cumulative noise impacts that are significant and unavoidable.

The Modified Project would not designate additional sites for urban development in comparison to the Original Project; sites designated for agricultural industrial, business industrial park, commercial, park, and residential uses would be designated for agricultural industrial, industrial, commercial, park, and residential uses as shown in Figure 1 and identified in Table 1. The Modified Project would result in a reduction in per household VMT and an increase in per employee VMT in comparison to the Original Project, as discussed in Section 3.14, Traffic and Circulation, of this Addendum. The Modified Project would result in an increase in traffic levels on roadways, with increases from 1 percent to 4 percent over the Original Project buildout scenario, as well as minor reductions in several locations as shown in Appendix A. While these increased traffic levels would result in minor increases in noise levels, the traffic levels would not result in new significant impacts associated with traffic noise as the increases would occur either along segments already identified as having a significant increase in the Draft EIR, or the identified segment is not near the threshold and the ADT increase would be modest and would not result

in an increase in noise beyond the threshold for the segment (see Appendix A). As described in Section 3.14 of the Draft EIR, the decibel (dB) scale is logarithmic, not linear, and does not follow normal algebraic methods. The change in ADT shown in Appendix A does not have a linear relationship with the projected change in dB. For example, a 65-dB source of sound, such as a truck, when joined by another 65-dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100-fold increase in acoustical energy.

As previously discussed, the Original Project would result in significant and unavoidable and cumulatively considerable impacts associated with traffic noise and cumulative noise levels. Future development accommodated by the Modified Project would be required to comply with the General Plan policies and programs retained from the Original Project that address exposure to excessive noise levels, including traffic noise, through use of quieter pavement, addressing vehicle amplification and excessive exhaust noise, evaluating new development proposals for impacts associated with the City's noise standards, and reducing noise and land use compatibility impacts from vehicular traffic noise as described in the Draft EIR. These policies and actions are detailed on pages 3.12-31 through 3.12-34 of the Original Project EIR and include, but are not limited to:

Policies

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

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

S-6.4 Require residential and other noise-sensitive development projects to satisfy the noise level criteria in Tables S-1 and S-2.

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

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

S-6.12 For new residential development backing on to a freeway or railroad right-of-way, the developer shall be required to incorporate appropriate noise attenuation measures to satisfy the performance standards in Table S-1.

S-6.13 *It is recognized that the City and surrounding areas are considered to be urban in nature and rely upon both the industrial and agricultural economy of the area. Therefore, it is recognized that noise sources of existing uses may exceed generally accepted standards.*

S-6.14 *Carefully review and give potentially affected residents an opportunity to fully review any proposals for the establishment of helipads or heliports.*

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

- *Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and*
- *Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and*
- *Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a + 1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.*

Actions

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

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

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

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

- *Restrict construction activities to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or federal holidays, without a specific exemption issued by the City. No exemption shall be issued for construction within 200 feet of residential uses.*
- *A Construction Noise Management Plan shall be submitted by the applicant for construction projects that exceed ambient noise levels by more than 12dBA or produce perceptible vibrations at any off-site structures. The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, methods for assisting in noise reduction measures, and shall establish allowed truck routes to access the site that minimize exposure of residential areas to heavy truck traffic.*

Noise reduction measures shall include, but are not limited to, the following:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.*

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

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

Transportation Noise

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

Non-Transportation Noise

- *An 5dB increase in noise will be considered substantial.*

Construction Noise

- *An increase in 12dBA in noise will be considered substantial.*

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

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

S-6g *Evaluate new transportation projects, such as truck routes, rail or public transit routes, and transit stations, using the standards contained in Table S-1. However, noise from these projects may be allowed to exceed the standards contained in Table S-1, if the City Council finds through the CEQA process that there are overriding considerations.*

S-6h Work with the Federal Rail Authority and passenger and freight rail service providers to establish a Quiet Zone and/or Wayside Horns at at-grade crossings in the City. Where new development would be affected by the train and rail noise, require project applicants to fund a fair-share of: a) studies associated with the application for a Quiet Zone and/or Wayside Horns, and b) alternative safety measures associated with the Quiet Zone (including, but not limited to signage, gates, lights, etc.).

S-5i Work in cooperation with Caltrans, the Union Pacific Railroad, San Joaquin Regional Rail Commission, and other agencies where appropriate to maintain noise level standards for both new and existing projects in compliance with Table S-1.

However, as with the Original Project, the use of noise control treatments would reduce noise exposure but would not reduce to a level of less than significance as measures such as sound walls or quiet pavement may not be practical in all locations and would also not reduce noise levels to a less than significant level in all locations. Therefore, under the Modified Project traffic noise increases are expected to exceed the noise exposure criteria and impacts associated with traffic noise would be significant and unavoidable and the Modified Project would have a cumulatively considerable contribution to significant and unavoidable cumulative noise impacts as with the Original Project.

IMPACTS 3.12-2 THROUGH 3.12-6

As discussed in the Original Project EIR under Impacts 3.12-2 through 3.12-6 (see Draft EIR, pages 3.12-34 through 3.12-43), the Original Project would have a less than significant impact related to exposure to excessive railroad noise, generation of excessive stationary noise sources, exposure to construction noise and vibration, and exposure to groundborne vibration. The General Plan includes policies and actions to ensure that new development and infrastructure projects are analyzed to identify the potential to result in exposure to noise in excess of adopted noise standards and to incorporate noise control treatments to achieve acceptable noise levels. Original Project policies and actions also require the regulation of construction-related noise and vibration. These policies and actions are detailed on pages 3.12-34 through 3-12-43 of the Original Project EIR and include, but are not limited to:

Policies

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

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

S-6.4 Require residential and other noise-sensitive development projects to satisfy the noise level criteria in Tables S-1 and S-2.

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

S-6.6 Regulate construction-related noise to reduce impacts on adjacent uses to the criteria identified in Table S-2 or, if the criteria in Table S-2 cannot be met, to the maximum level feasible using best management practices and complying with the MMC Chapter 9.52.

S-6.7 Where the development of residential or other noise-sensitive land use is proposed for a noise-impacted area or where the development of a stationary noise source is proposed in the vicinity of noise-

sensitive uses, an acoustical analysis is required as part of the development review process so that noise mitigation may be considered in the project design. The acoustical analysis shall:

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

S-6.8 *Apply noise level criteria applied to land uses other than residential or other noise-sensitive uses consistent with noise performance levels of Table S-1 and Table S-2.*

S-6.12 *For new residential development backing on to a freeway or railroad right-of-way, the developer shall be required to incorporate appropriate noise-attenuation measures to satisfy the performance standards in Table S-1.*

S-6.16 *Work with the Federal Railroad Administration and passenger and freight rail operators to reduce exposure to rail and train noise, including establishing train horn “quiet zones” and/or wayside horns consistent with the federal regulations.*

Actions

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

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

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

- *Restrict construction activities to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays. No construction shall be permitted outside of these hours or on Sundays or federal holidays, without a specific exemption issued by the City. No exemption shall be issued for construction within 200 feet of residential uses.*
- *A Construction Noise Management Plan shall be submitted by the applicant for construction projects that exceed ambient noise levels by more than 12dBA or produce perceptible vibrations at any off-site structures . The Construction Noise Management Plan shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, methods for assisting in noise reduction measures, and shall establish allowed truck routes to access the site that minimize exposure of residential areas to heavy truck traffic.*

Noise reduction measures shall include, but are not limited to, the following:

- a. *Equipment and trucks used for project construction shall utilize the best available noise control*

techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) wherever feasible.

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

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

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

S-6h Work with the Federal Rail Authority and passenger and freight rail service providers to establish a Quiet Zone and/or Wayside Horns at at-grade crossings in the City. Where new development would be affected by the train and rail noise, require project applicants to fund a fair-share of: a) studies associated with the application for a Quiet Zone and/or Wayside Horns, and b) alternative safety measures associated with the Quiet Zone (including, but not limited to signage, gates, lights, etc.).

S-6i Work in cooperation with Caltrans, the Union Pacific Railroad, San Joaquin Regional Rail Commission, and other agencies where appropriate to maintain noise level standards for both new and existing projects in compliance with Table S-1.

S-6j The City shall require new residential projects located adjacent to major freeways, truck routes, hard rail lines, or light rail lines to follow the FTA screening distance criteria to ensure that groundborne vibrations do not exceed acceptable levels.

Potential impacts associated with construction activities, substantial temporary, periodic, or permanent increase in ambient noise levels, noise associated with stationary sources, groundborne vibration, and excessive railroad noise are anticipated to be comparable under the Modified Project to the Original Project, as the sites included in the Modified Project were designated for urban development with residential, commercial, park, and business industrial park uses by the Original Project. Future residential, industrial, parks, and commercial development accommodated by the Modified Project would be required to comply with the Modified Project's General Plan policies and actions which would result in noise impacts that are comparable to the Original Project.

The Modified Project would not result in any new impacts or increase in significance of impacts in relation to noise. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.13 PUBLIC SERVICES AND RECREATION

Public services impacts associated with the Original Project were identified and discussed in Section 3.13, Public Services and Recreation, of the Original Project EIR (Draft EIR, pages 3.13-1 through 3.13-23, 4.0-16, and 4.0-17). The Original Project EIR analyzed the following impacts associated with Public Services and Recreation:

- Impact 3.13-1:** General Plan implementation would not result in adverse physical impacts on the environment associated with the need for new governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts (Less than Significant)

- Impact 3.13-2:** General Plan implementation would not result in adverse physical impacts associated with the deterioration of existing parks and recreation facilities or the construction of new parks and recreation facilities (Less than Significant)

- Impact 4.13:** Cumulative impacts to public services and recreation (Less than Cumulatively Considerable)

As discussed in the Original Project EIR under Impacts 3.13-1, 3.13-2, and 4.13 (see Draft EIR, pages 3.13-14 through 3.13-23, 4.0-16, and 4.0-17), the Original Project would have a less than significant impact related to adverse physical impacts on the environment associated with the need for new or altered governmental facilities, deterioration of existing parks and recreation facilities, or the construction of new parks and recreation facilities and would result in a less than cumulatively considerable contribution to cumulative public services and recreation impacts.

The Original Project includes a range of policies and actions to ensure that public services, including fire protection, law enforcement, schools, parks, libraries, and other public and governmental services, and recreation facilities are provided in a timely fashion, are adequately funded, are coordinated between the City and appropriate service agency, and that new development funds its fair of services. The Original Project did not approve or entitle any specific development, facility, or infrastructure projects. While new facilities and improvements to facilities, including recreation facilities, are anticipated to be needed to serve growth under the General Plan, the Original Project did not propose any specific governmental facility improvement projects and thus the specific impacts of providing new and expanded facilities cannot be determined. However, new and expanded facilities would primarily be provided on sites with land use designations that allow such uses, including areas designated for urbanization, and the environmental impacts of constructing and operating the governmental facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan. These impacts are described in the relevant chapters (Chapters 3.1 through 3.12, 3.14 through 3.16 and 4.0) of the Draft EIR. As discussed in Chapters 3.1 through 3.12 and 3.14 through 3.16 and 4.0, the Original Project includes policies and actions that are specifically designed to reduce or avoid environmental impacts of construction and development, which includes public facilities and recreation facilities. These policies and actions are detailed on pages 3.13-15 through 3.13-19 and 3.13-21 through 3.13-23 of the Original Project EIR and include, but are not limited to:

Policies

CF-1.1: Encourage the implementation of new and sustainable techniques and technologies to provide the best available level of community services in a cost-effective manner.

CF-1.2: Ensure that new growth and development participates in the provision and expansion of essential community services and facilities, including parks, fire and police facilities, schools, utilities, roads, and other needed infrastructure, does not exceed the City's ability to provide services, and does not place an economic or environmental burden on existing residents.

CF-1.5: Require public improvements and facilities to enhance, rather than degrade, the natural environment.

CF-1.6: Encourage comprehensive development of public facilities and services rather than incremental, single projects.

CF-1.7: Plan and develop public services and facilities to support economic development and residential growth.

CF-2.1: Prioritize public safety through ensuring adequate staffing, implementing best available technologies, capital investments in public safety, and organizing and utilizing community volunteers.

CF-2.2: Ensure that the Police Department has adequate funding, staff, and equipment to accommodate existing and future growth in Manteca, while striving to provide a minimum of 1.0 officer per 1,000 population.

CF-2.5: Endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for police calls.

CF-2.6: Ensure crime-reduction and public safety features are incorporated into the design of new development projects through implementation of Crime Prevention Through Environmental Design (CPTED) techniques.

CF-2.7: Emphasize the use of CPTED to ensure that physical site planning is an effective means of preventing crime. Residential, commercial, industrial, and open spaces land uses shall incorporate, landscaping, sidewalks, parking lots, parks, play areas, and other public spaces that are designed with maximum feasible visual and aural exposure to community residents.

CF-2.7: Promote coordination between land use planning, urban design, and CPTED through consultation and coordination with the Police Department during the review of new development applications.

CF-3.1: Through adequate staffing and station locations, maintain a maximum five-minute travel response time 90% of the time for fire and emergency calls and an overall fire insurance (ISO) rating of 2 or better for all developed areas within the City, and a minimum staffing of 3 personnel for all fire stations.

CF-3.2: Provide fire services to serve the existing and projected population.

CF-3.5: Ensure the water system and supply is adequate to meet the needs of existing and future development and is utilized in a sustainable manner.

CF-4.1: Ensure the provision of sufficient parks, trails, and recreation facilities that are well distributed and interconnected throughout the community.

CF-4.2: Expand, renovate, and maintain high quality parks, trails, and recreation facilities, programs, and services to accommodate existing and future needs that address traditional and non-traditional recreation, active and passive recreation, wellness, historical, cultural arts, environmental education, conservation, accessibility, inclusion, diversity, safety, and new technology.

CF-4.3: Uphold design, construction, implementation, and maintenance standards to ensure high quality parks, trails, and recreation facilities, programs, and services, now and into the future.

CF-4.4: Maintain an overall minimum ratio of 5 acres of developed neighborhood and community parkland per 1,000 residents within the city limits, requiring new development to contribute to its fair share of park and recreation needs. The distribution of land between park types and guidelines for park types shall be determined within the Parks and Recreation Master Plan.

CF-4.5: Develop new parks, trails, and recreation facilities through developer fees in areas which are accessible and convenient to the community, prioritizing areas that are lacking these facilities.

CF-4.6: Endeavor to develop one or more community parks as defined in the Parks and Recreation Master Plan, with a focus on accommodating community-wide events.

CF-4.7: As part of the next Parks and Recreation Master Plan update, address opportunities to create a nature-based park, with priority to a park developed as part of a conservation program for natural resource lands. Priority should be given to City-owned site that could provide opportunities for hiking and fishing.

CF-4.8: Consider the effects of new development on parks, trails, and recreation facilities, programs, and services, and condition new development appropriately to ensure that the City maintains an adequate inventory and network of facilities and resources.

CF-4.9: Cooperate with the school districts in opportunities for joint-use of school and park and recreational facilities.

CF-4.10: Actively promote and participate in regional coordination and planning efforts to provide quality parks, trails, and recreation facilities throughout Manteca and the surrounding areas. The City should emphasize regional coordination to leverage funding, maintenance, and/or resources to develop a diverse range of regional recreational opportunities.

CF-4.11: Emphasize and prioritize public outreach and educational programs that inform the community of available parks, trails, and recreation facilities, programs, and services available in order to increase and enhance community use of these facilities, programs, and services.

CF-4.12: Encourage the expansion of private commercial recreational facilities.

CF-4.13: Develop a convenient system of pedestrian sidewalks and pathways and multiuse trails, linking City parks, major open space areas, and the downtown core.

CF-4.14: Support recreational activities, events, organized sports leagues, and other programs that serve broad segments of the community.

CF-4.15: Allow parks as a permitted use in all residential land use designations.

CF-5.2: Continue to work with local school districts to develop criteria for the designation of school sites and ensure that adequate sites are designated and facilities are planned to accommodate new residential development, with a focus on providing neighborhood schools. Criteria should address the following:

- School locations are encouraged to be sited to relate well to adjacent and nearby uses, including neighborhood focal areas and park sites.
- School sites and school enrollment sizes should contribute to the neighborhood character and provide opportunities for joint-use, including capacity to accommodate a broad range of programs and services and augment neighborhood parks and recreation facilities.
- School districts are encouraged to comply with City standards in the design and landscaping of school facilities.

It is noted that school site locations can be adjusted if the school district chooses not to locate in the area and the land will be designated Medium Density Residential.

CF-6.1: Ensure the water system and supply is adequate to meet the needs of existing and future development and is utilized in a sustainable manner.

CF-6.5: Prohibit extension of City water services to unincorporated areas except in extraordinary circumstances. Existing commitments for City water service outside the City limits shall continue to be honored.

CF-6.6: Limit development of private water wells to occur only if the City makes a finding that it cannot feasibly provide water service. Such systems shall only be allowed to be used until such time as City water service becomes available.

CF-6.7: Ensure that all new development provides for and funds a fair share of the costs for adequate water distribution, including line extensions, easements, and plant expansions.

CF-7.1: Ensure adequate wastewater collection and treatment infrastructure to serve existing and future development and the safe disposal of wastes.

CF-7.2: Develop new sewage treatment and trunk line capacity as necessary to serve new development. The City shall incorporate current technologies into the design and operation of these facilities.

CF-7.3: Only extend sewer services to unincorporated areas under extraordinary circumstances. Existing commitments for sewer service outside the city limits shall continue to be honored.

CF-7.4: Only allow the development of individual septic systems where it is not feasible to provide public sewer service. Such systems shall only be used until such time as City sewer service becomes available and meet the minimum standards of the San Joaquin County Health Department.

CD-11.1: Strengthen the public understanding of the important role that physical design plays in helping reduce the incidence and fear of crime to promote the development of a safe and healthy city.

CD-11.2: Consider adopting Crime Prevention through Environmental Design (CPTED) standards to ensure that the built environment supports Manteca as the “The Family City” by applying safer design principles to development projects.

CD-11.3: Review projects in accordance with the four overlapping principles of CPTED of: 1) Natural Surveillance; 2) Natural Access Control; 3) Territorial Reinforcement; and, 4) Maintenance.

CD-11.4: Develop review processes that take into account CPTED principles that can be applied to address specific sites and situations.

Actions

CF-1a: Require new development to demonstrate that the City’s existing or planned community services and facilities can accommodate the increased demand prior to or at completion of the project.

CF-1b: Require new development to offset or mitigate impacts to community services and facilities, including fair-share contribution of the costs of required public infrastructure and services, to ensure that service levels for existing users are not degraded or impaired.

CF-1c: Consider the creation of and/or the participation in Enhanced Infrastructure Financing Districts (EIFD) in all areas of the city to generate tax increment funding for community facilities of communitywide significance that support new and infill development.

CF-1d: Periodically review the fee schedules for water and sewer connections, city facilities and major equipment, and development impact fees and revise fees as necessary to cover the cost of services and facilities.

CF-1e: Cooperate with other jurisdictions, agencies, and utility providers where appropriate to achieve timely and cost-effective provision of public facilities and services.

CF-2c: As part of the development review process, consult with the Police Department in order to ensure that the project design facilitates adequate police services and that the project addresses its impacts on police services.

CF-2d: Require new development, if appropriate, to provide a funding mechanism to support and maintain Manteca's high level of police services.

CF-2f: Monitor new development projects in the unincorporated parts of the Manteca Planning Area that would require law enforcement services from the City.

CF-4a: Continuously monitor the condition of parks, trails, and recreation facilities throughout the community and prioritize the rehabilitation of existing facilities that serve the greatest number of residents.

CF-4b: Bi-annually review the City's Parks and Recreation Master Plan to ensure that parks and recreation needs are adequately identified and prioritized, to update cost estimates for park acquisition and development and remaining development potential based on the General Plan and to ensure that the City maintains a minimum overall ratio of 5 acres of parkland for every 1,000 residents.

CF-4c: As part of the next Parks and Recreation Master Plan Update, prepare the plan through an open and engaging process inclusive of community residents and stakeholders that assesses the quality and distribution of existing parks, facilities, and community centers throughout the city relative to the population served and their needs and consider the community needs identified during the General Plan process, including a community park and a combined or separate facility to accommodate community-wide events, a nature-based park, bicycle and pedestrian improvements necessary to improve access to park and recreation facilities, methods to increase physical activity opportunities in the community, and increased joint use of facilities with the school districts. Based on this information, identify and prioritize park and community recreation projects and identify funding means and timelines.

CF-4d: Investigate and pursue a diverse range of funding opportunities for parks, trails, and recreation facilities, including but not limited to, grants, joint use/management strategies, user fees, private sector funding, assessment districts, homeowners' associations, non-profit organizations, funding mechanisms for the maintenance of older parks, and management assistance through Federal, State, and regional partnerships.

CF-4e: Periodically review, and if necessary, update the Parks and Recreation development impact fees in order to ensure that the City's parks and recreation needs are adequately identified and prioritized and that new development continues to provide a fair-share contribution towards parks, trails, and recreation facilities.

CF-4f: Implement a wide range of public outreach programs, including the City's website, newsletters, other emerging communications technologies, and partnerships with community organizations to keep the public informed about available parks, trails, and recreation facilities, programs, and services.

CF-4g: Continue to pursue joint-use of schools and detention facilities to supplement the parks, trails, and recreation needs of the community.

CF-4h: Through conditions of approval and/or development agreements, ensure that new development provides for its fair-share of park and recreation facilities, including connections to adjacent facilities, and that the development of new parks, trails, and recreation facilities occurs during the infrastructure construction phase of new development projects so that they are open and available to the public prior to completion of the project.

CF-6a: Update the Public Facilities Implementation Plan, regarding water supply and distribution, every five years. The update shall reflect the most recent adopted groundwater studies that establish a safe yield for the groundwater basin and/or establish maximum extraction from the basin. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-6c: Develop new water sources, storage facilities, and major distribution lines as necessary to serve new development.

CF-6e: Continue to assess a water development fee on all new commercial, industrial, and residential development sufficient to fund system-wide capacity improvements. The water development fee schedule shall be periodically reviewed and revised as necessary.

CF-6g: Require, as a condition of project approval, dedication of land and easements, or payment of appropriate fees and exactions, to help offset municipal costs of expansion of water treatment facilities and delivery systems.

CF-7a: Update the Public Facilities Implementation Plan regarding wastewater collection and treatment every five years. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-7b: Require new development to provide for and fund a fair share of the costs for adequate sewer distribution, including line extensions, easements, and plant expansions.

CD-11a: Encourage development projects to incorporate Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts.

LU-2h: Coordinate with the cities of Lathrop and Ripon in implementing the respective Memorandums of Understanding regarding future land use and public services and facilities in mutually agreed upon areas of common interest and ensure any updates to the Memorandums of Understanding address best practices for reducing exposure to environmental risks and promoting environmental justice.

LU-7d: Regularly contact the school districts to request identification of planned school sites and update the Land Use Map as necessary.

As described in Chapter 2.0, Project Description, the Modified Project would result in a reduction in residential units and an increase in non-residential uses. The Modified Project would also necessitate provision of public services and recreation and has the potential to require new or altered governmental and recreation facilities. Similar to the Original Project, no specific development projects or governmental facility or recreation projects are proposed by the Modified Project. However, the Modified Project anticipates urbanization of the same areas anticipated to be urbanized and developed under the Original Project. The Modified Project has retained and would be subject to the Original Project policies and programs to ensure that environmental impacts associated with the substantial adverse physical impacts associated with new development and redevelopment and to address the demand for fire protection, police protection, schools, and other public facilities and to address adverse physical impacts associated with recreation facilities. The General Plan policies and programs also ensure that cumulative environmental impacts associated with provision of public services and recreation would be reduced to less than significant, as described under 4.13. Implementation of the identified General Plan policies and programs would continue to ensure that environmental impacts to public facilities and recreation associated with development, including development accommodated by the Modified Project, would remain less than significant. The potential effects of constructing new or altered governmental public services and recreation facilities would be consistent with the impacts identified for the Original Project.

The Modified Project would not result in an increase in the significance of impacts or any new environmental impacts associated with the provision of public services. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.14 TRANSPORTATION AND TRAFFIC

Transportation and traffic impacts associated with the Original Project were identified and discussed in Section 3.14, Transportation and Circulation, of the Original Project EIR (Draft EIR, pages 3.14-11 through 3.14-48 and 40-17). The Original Project EIR analyzed the following impacts associated with Transportation and Circulation:

- Impact 3.14-1:** General Plan implementation may result in vehicle miles traveled (VMT) per dwelling unit and VMT per employee increases that are greater than 85 percent of Baseline conditions (Significant and Unavoidable)
- Impact 3.14-2:** General Plan implementation may conflict with a program, plan, policy or ordinance addressing the circulation system, including transit, bicycle, and pedestrian facilities (Significant and Unavoidable)
- Impact 3.14-3:** General Plan implementation may increase hazards due to a design feature, incompatible uses, or inadequate emergency access (Significant and Unavoidable)
- Impact 4.14:** Cumulative impacts on the transportation network (Cumulatively Considerable and Significant and Unavoidable)

IMPACTS 3.14-1 AND 4.14

As discussed in the Original Project EIR under Impacts 3.14-1 and 4.14 (see Draft EIR, pages 3.14-24 through 3.14-36 and 4.0-17), the Original Project would result in per capita and per employee VMT under buildout conditions that exceed the threshold, which is based on a threshold of a 15 percent reduction below the existing VMT per dwelling unit for single family, multifamily, and age-restricted units and a 15 percent reduction below the existing VMT per employee for restaurant, industrial, office, and retail uses. As discussed in the Original Project EIR under Impact 4.14 (see Draft EIR pages 4.0-17), the Original Project would have a cumulatively considerable contribution to cumulative impacts on the transportation network.

The Original Project includes transportation network components to reduce VMT, encourage alternatives support safe walking and biking, promote transit use, and promote mobility and includes policies and actions to support and encourage the use of integration and use of multi-modal transportation options throughout the Planning Area, ensure that facilities are designed to address safety and hazards, promote accessibility, and promote adequate access for emergency response and evacuation conditions.

As described in Chapter 2.0, Project Description, the Modified Project would result in a decrease in residential development and an increase in non-residential development, primarily industrial and parks uses. The Modified Project anticipates urbanization on sites anticipated for urbanization and development in the Original Project.

Fehr & Peers analyzed VMT that would occur with buildout of the Modified Project in comparison to the Original Project. Fehr & Peer used the Manteca travel forecasting model, a trip-based model described in Chapter 3.14 of the Original Project EIR, to forecast VMT for the Modified Project. As shown in Tables 6 and 7, the Modified Project would result in VMT under buildout conditions that would be similar to the Original Project.

TABLE 6: VMT PER DWELLING UNIT AND PER EMPLOYEE FOR EXISTING CONDITION, BASELINE PLUS PROJECTS, AND PROPOSED GENERAL PLAN

LAND USE	UNITS	EXISTING CONDITION (2019 BASELINE)	THRESHOLD (85 PERCENT OF BASELINE)	ORIGINAL PROJECT		MODIFIED PROJECT		MODIFIED PROJECT VS. ORIGINAL PROJECT
				ORIGINAL PROJECT ⁶	ORIGINAL PROJECT VS. EXISTING CONDITION	MODIFIED PROJECT ⁶	MODIFIED PROJECT VS. EXISTING CONDITION	
Single family	VMT per dwelling unit	103.8	88.2	78.3	-25%	77.2	-26%	-1.4%
Multi family	VMT per dwelling unit	78.6	66.8	59.4	-24%	58.5	-26%	-1.5%
Age restricted	VMT per dwelling unit	44.1	37.5	29.9	-32%	29.5	-33%	-1.3%
Restaurant	VMT per employee ¹	186	158.1	226.1	22%	226.7	22%	0.3%
Industrial	VMT per employee	75.3	64	75.2	-0.10%	75.0	-0.4%	-0.3%
Office	VMT per employee	32.4	27.5	41.7	29%	42.2	30%	1.2%
Retail	VMT per employee	118.9	101.1	207.6	75%	210.5	77%	1.4%
All residential	VMT per dwelling unit	94.8	NA ⁵	70.0	-26%	69.0	-27%	-1.4%
All residential	VMT per resident ²	29.8	NA	22.0	-26%	21.7	-27%	-1.4%
All employment	VMT per employee	82.2	NA	122.0	48%	121.4	48%	-0.5%
All land uses	VMT per service population ^{2,3}	37.9 ⁷	NA	39.9	5%	40.4	7%	1.3%
Total VMT	VMT	3,755,100	NA	9,376,561	150%	9,425,682	151%	0.5%

Notes:
¹VMT per employee ratios include all trips by employees, customers, and deliveries
²Based on 3.18 residents/dwelling Unit (California Department of Finance, E-5 City/County Population and Housing Estimates, 1/1/2020)
³Service population includes residents and employees
⁴VMT includes full length of all trips with either an origin or destination within the planning area
⁵NA = Not applicable, metric for informational purposes only
⁶**Bold** = Exceeds threshold
⁷This cell had a data entry error in the Original Project EIR, which identified 36.7 but was 37.9.
 Source: Fehr & Peers, 2023

TABLE 7: VMT ANALYSIS

LAND USE	UNITS	THRESHOLD (85 PERCENT OF BASELINE)	ORIGINAL PROJECT		MODIFIED PROJECT	
			PROJECTED VMT ¹	REDUCTION NEEDED TO ACHIEVE THE THRESHOLD	PROJECTED VMT ¹	REDUCTION NEEDED TO ACHIEVE THE THRESHOLD
Single family	VMT per dwelling unit	88.2	78.3	-	77.2	-
Multi family	VMT per dwelling unit	66.8	59.4	-	58.5	-
Age restricted	VMT per dwelling unit	37.5	29.9	-	29.5	-
Restaurant	VMT per employee	158.1	226.1	30%	226.7	30%
Industrial	VMT per employee	64	75.2	15%	75.0	15%
Office	VMT per employee	27.5	41.7	34%	42.2	35%
Retail	VMT per employee	101.1	207.6	51%	210.5	52%

¹**Bold** = Exceeds threshold
 Source: Fehr & Peers, 2023

As shown in Tables 6 and 7, the Modified Project would result in VMT levels per dwelling unit that are below the threshold for single family, multifamily, and age-restricted units; these home-based VMT levels are consistent with the VMT levels projected for the Original Project. The Modified Project would result in overall VMT per employee levels and VMT per industrial employee levels that are slightly decreased, with increases occurring over the baseline condition and remaining above the threshold for restaurant, office, and retail employees; these levels are similar to the Original Project. Overall, VMT per resident would decrease from 22.0 to 21.7 (-1.4%). While VMT per employee would experience an overall decrease from 122.0 to 121.4 VMT, VMT per industrial employee would decrease from 75.2 to 75.0 (-0.3%) and VMT per restaurant employee would increase from 226.1 to 226.7 (0.3%), VMT per office employee would increase from 41.7 to 42.2 (1.2%), and VMT per retail employee would increase from 207.6 to 210.5 (1.4%).

The Original Project includes transportation network components to reduce VMT, encourage alternatives support safe walking and biking, and promote mobility and includes policies and actions to support and encourage the use of integration and use of multi-modal transportation options throughout the Planning Area, ensure that facilities are designed in accordance with adopted City standards to address safety and hazards, promote accessibility, and promote adequate access for emergency response and evacuation conditions.

The Modified Project has retained and would implement Original Project policies and actions to reduce VMT to the extent feasible through planning for an efficient circulation system, providing adequate pedestrian, bicycle, and transit facilities and opportunities, promoting non-vehicle travel modes, requiring development projects that accommodate or employ 50 or more employees to implement TDM programs, and ensuring regional coordination on trip and VMT reduction efforts. These General Plan goals and policies would apply to future development and reduce VMT under the Modified Project and include, but are not limited to:

Policies

C-2.1 Promote development of a future roadway system as shown in the Major Streets Master Plan, Figure CI-1, with streets designed in accordance with the City's standard plans to provide multiple, direct, and convenient routes for all modes and to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility.

C-2.5 (formerly C-2.4) Design street improvements to provide multiple, direct, and convenient routes for all modes.

C-6.3 Support regional freight planning efforts including regional improvement of logically networked STAA truck routes Roth Road, SR 99 Frontage Roads, and French Camp Road that minimize impacts to existing City residents.

C-7.1 Encourage employers to provide alternative mode subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, and work-at-home programs employee education and preferential parking for carpools/vanpools.

C-7.2 Require development projects that accommodate or employ 50 or more full-time equivalent employees to establish transportation demand management (TDM) programs that meets or exceeds applicable standards, including Air District requirements.

C-7.3 Partner with SJCOG on the Dibs program, which is the regional smart travel program, including rideshare, transit, walking, and biking, operated by SJCOG.

C-7.4 Require proposed development projects that could have a potentially significant VMT impact to consider reasonable and feasible project modifications and other measures during the project design and environmental review stage of project development that would reduce VMT effects in a manner consistent with state guidance on VMT reduction.

C-7.5 Evaluate the feasibility of a local or regional VMT impact fee program, bank, or exchange. Such an offset program, if determined feasible, would be administered by the City or a City-approved agency, and would offer demonstrated VMT reduction strategies through transportation demand management programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT in a manner consistent with state guidance on VMT reduction. If, through on-site changes, a subject project cannot eliminate VMT impacts, the project could contribute on a pro-rata basis to a local or regional VMT reduction bank or exchange, as necessary, to reduce net VMT impacts.

C-7.6 Expand alternatives to driving by increasing opportunities to walk, bike, and use transit.

CD-10.1 Orient building entrance toward the street and provide parking in the rear, when possible.

CD-10.3 Encourage context-sensitive transitions in architectural scale and character between new and existing residential development.

CD-10.4 Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community and ensure that doing so does not separate low income, disadvantaged, and/or older neighborhoods from market-rate neighborhoods and amenities and services.

CD-10.5 Integrate pedestrian elements, including, but not limited to walkways, plazas, and terraces, with buildings to make the pedestrian experience comfortable and convenient, and to protect pedestrians from climatic conditions.

CD-10.6 Incorporate outdoor plazas or other common areas that provide space for special landscaping, public art, food service, outdoor retail sales, or seating areas for patrons in retail settings appropriate to such pedestrian activity. The plaza or other common area shall be appropriately scaled to the retail use and shall be directly connected to the primary walkway.

CD-10.7 Where practical, and in compliance with ADA standards, separate common areas that provide seating from the primary walkways by informal barriers, such as planters, bollards, fountains, low fences, and/or changes in elevation.

CD-10.8 Configure buildings to provide “outdoor rooms,” including, but not limited to courtyards, paseos, and promenades.

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

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

- Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality.*
- Identifying baseline air pollutant and greenhouse gas emissions.*
- Encouraging zero emission or alternative fuel for city vehicle fleets, when feasible.*

- *Developing consistent procedures for evaluating and mitigating project-specific and cumulative air quality impacts of projects.*
- *Promoting participation of major existing and new employers in the transportation demand management (TDM) program facilitated by the San Joaquin Council of Governments.*

Actions

C-2b *When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for more safe travel by all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial. Pedestrian districts like Downtown Manteca or areas near school entrances should have an enhanced streetscape (e.g., narrower travel lanes, landscape buffers with street trees, etc.) to better accommodate and encourage pedestrian travel.*

C-2g (formerly C-2f) *Ensure that bicycle and pedestrian access is both provided and prioritized through providing openings to increase access where soundwalls and berms are located to minimize travel distances and increase the viability walking and bicycling.*

C-2g *To support the City's goals of reducing VMT, minimizing maintenance costs, and encouraging active transportation, any new or substantially modified roadway shall be as narrow as feasible while being consistent with LOS standards, goods movement policies, and safety best practices. In general, this implementation measure can be achieved by constructing narrower traffic lanes, although wider lanes may be necessary on certain truck routes.*

C-4a *Periodically update the Active Transportation Plan through a process inclusive of community members and stakeholders to include all areas envisioned for development by this General Plan and to address pedestrian and bicycle facilities needed to provide a complete circulation system that adequately meets the needs of pedestrians and bicyclists.*

C-5a *Periodically review transit needs in the city through a process inclusive of community members and stakeholders and adjust bus routes to accommodate changing land use and transit demand patterns. The City shall also periodically coordinate with the San Joaquin Regional Transit District to assess the demand for regional transit services.*

C-5b *Explore a transit connections study that would identify improvements to connections and access to the existing ACE station, the Manteca Transit Center, and future planned transit stations.*

C-7a *Provide information about transit services, ridesharing, vanpools, and other transportation alternatives to single occupancy vehicles at City Hall, the library, on the City website, and through other channels.*

C-7b *Develop TDM program requirements with consideration of addressing CEQA vehicle miles traveled impact analysis requirements (i.e., SB 743) in accordance with implementation measure C-1b. TDM programs shall include measures to reduce total vehicle miles traveled and peak hour vehicle trips. A simplified version of the Air District's Rule 9410 could be used to implement this measure.*

C-7c *Coordinate with the San Joaquin Council of Governments on a Congestion/Mobility Management Program to identify TDM strategies to reduce VMT and mitigate peak-hour congestion impacts. Strategies may include: growth management and activity center strategies, telecommuting, increasing transit service frequency and speed, transit information systems, subsidized and discount transit programs, alternative work hours, carpooling, vanpooling, guaranteed ride home program, parking management, addition of general purpose lanes, channelization, computerized signal systems, intersection or midblock widenings, and Intelligent Transportation Systems.*

C-7d Proposed development projects shall incorporate measure to reduce VMT, including consideration of the measures listed below. This list is not intended to be exhaustive, and not all measures may be feasible, reasonable, or applicable to all projects. The purpose of this list is to identify options for future development proposals, not to constrain projects to this list, or to require that a project examine or include all measures from this list. Potential measures, with possible ranges of VMT reduction for a project, include:*

- Increase density of development (up to 10.75 percent)
- Increase diversity of land uses (up to 12 percent)
- Implement car-sharing programs (up to 5 percent)
- Implement parking management and pricing (up to 0.7 percent)
- Implement subsidized or discounted transit program (up to 3 percent)
- Implement commute trip reduction marketing and launch targeted behavioral interventions (up to 3 percent)
- Participating in local or regional carpool matching programs**
- Providing preferential carpool and vanpool parking**
- Providing secure bicycle parking, showers, and lockers at work site**

*Note: VMT reduction ranges based on Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (2010) and new research compiled by Fehr & Peers (2020). Additional engineering analysis is required prior to applying reductions to specific projects. Actual reductions will vary by project and project context.

**Reduction determined at the project-level

C-7e Partner with SJCOG, San Joaquin County, and neighboring cities to evaluate a potential regional VMT impact fee program, bank, or exchange.

C-7f Implement the Active Transportation Plan and other Bikeway and Pedestrian Systems goals and polices (C-4).

C-7g Expand transit service and increase transit frequency and implement Public Transit goals and policies (C-5).

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

- Use of the Air District “Guide for Assessing and Mitigating Air Quality Impacts”, as may be amended or replaced from time to time, in identifying thresholds, evaluating potential project and cumulative impacts, and determining appropriate mitigation measures;
- Contact the Air District for comment regarding potential impacts and mitigation measures as part of the evaluation of air quality effects of discretionary projects that are subject to CEQA;
- Require projects to participate in regional air quality mitigation strategies, including Air District-required regulations, as well as recommended best management practices when applicable and appropriate;
- Promote the use of new and replacement fuel storage tanks at refueling stations that are clean fuel compatible, if technically and economically feasible;
- The use of energy efficient lighting (including controls) and process systems beyond Title 24 requirements shall be encouraged where practicable (e.g., water heating, furnaces, boiler units, etc.);
- The use of energy efficient automated controls for air conditioning beyond Title 24 requirements shall be encouraged where practicable; and

- *Promote solar access through building siting to maximize natural heating and cooling, and landscaping to aid passive cooling and to protect from winds;*
- *The developer of a sensitive air pollution receptor shall submit documentation that the project design includes appropriate buffering (e.g., setbacks, landscaping) to separate the use from highways, arterial streets, hazardous material locations and other sources of air pollution or odor;*
- *Identify sources of toxic air emissions and, if appropriate, require preparation of a health risk assessment in accordance with Air District-recommended procedures; and*
- *Circulate the environmental documents for projects with significant air quality impacts to the Air District for review and comment.*

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

However, reductions in VMT per employee from 15 to 52 percent are necessary to achieve the VMT threshold. Similar to the Original Project, while the Original Project policies and actions minimize VMT impacts to the greatest extent feasible, the City cannot demonstrate definitively at this time that implementation of these policies would achieve VMT reductions to meet the VMT per employee thresholds. Further, VMT reduction also depends on factors such as demographic change, household preferences for housing types and locations, the cost of fuel, and the competitiveness of regional transit relative to driving, which relates to congestion along vehicular commute routes that are not under the City's jurisdiction, as well as transit provided by agencies other than the City. Therefore, this impact is considered significant and unavoidable and cumulatively considerable for the Modified Project as with the Original Project.

IMPACTS 3.14-2 AND 3.14-3

Impact 3.14-2 (see Draft EIR pages 3.14-36 through 3.14-41) identifies that the Original Project would have a significant and unavoidable impact associated with the potential to conflict with a program, plan, policy, or ordinance addressing the circulation system, particularly the potential to conflict with policies for safe travel including by transit users, bicycles, and pedestrians. Impact 3.14-3 (see Draft EIR pages 3.14-41 through 3.14-48) identifies a significant and unavoidable impact with the potential for the Original Project to increase hazards due to a design feature, incompatible uses, or inadequate emergency access based on the potential that traffic collisions may not be maintained at current or lower levels.

Future development under the Modified Project would be subject to the Manteca Municipal Code and to the General Plan policies and actions in the Modified Project identified to reduce potential impacts associated with conflicts with a program, plan, ordinance, or policy addressing the circulation system, hazards due to a geometric design feature or incompatible use, and emergency access. However, similar to the Original Project, the potential for an increase in collisions would remain and impacts associated with conflicts with a program, plan, ordinance, or policy addressing the circulation system, hazards, and emergency access would remain significant and unavoidable under the Modified Project.

The Modified Project does not modify any of the Original Project policies and actions that address transportation and circulation impacts, including those that promote reductions in VMT and promote a multi-modal transportation system that is safe for all users. These policies and actions These policies and actions are detailed on pages 3.14-37 through 3.14-41 and 3.14-43 through 3.14-47 of the Original Project EIR and include, but are not limited to:

Policies

C-1.1 *Strive to balance levels of service (LOS) for all modes (vehicle, transit, bicycle, and pedestrian) to maintain a high level of access and mobility, while developing a safe, complete, and efficient circulation system. The impact of new development and land use proposals on VMT, LOS and accessibility for all modes should be considered in the review process.*

C-2.3 *Require new development to pay a fair share of the costs of street and other transportation improvements based on impacts to LOS and other modes in conformance with the goals and policies established in this Circulation Element and the Public Facilities Implementation Program (PFIP).*

C-2.6 (formerly 2.5) *In areas adjacent to existing or planned residential development or sensitive receptors, include sound attenuation walls in the frontage improvements associated with freeway, highway, parkway, arterial, and major collector roadways in accordance with City adopted Street Standards and Specifications, as amended.*

C-2.7 (formerly 2.6) *Align residential and collector street intersections with collector and arterial streets with other residential and collector streets, where feasible, to maintain a high degree of connectivity between neighborhoods, minimize circuitous travel, and to allow bicyclists and pedestrians to travel more conveniently and more safely from one neighborhood to another without using major streets.*

C-2.8 (formerly 2.7) *Provide access for bicycles and pedestrians at the ends of cul-de-sacs, where right-of-way is available, to provide convenient access within and between neighborhoods and to encourage walking and bicycling to neighborhood destinations.*

C-2.9 (formerly 2.8) *Signals, roundabouts, traffic circles, and other traffic management, calming and safety techniques shall be applied according to industry standards at residential and collector street intersections with collector and arterial streets in order to allow bicyclists and pedestrians to travel more conveniently and more safely from one neighborhood to another.*

C-2.10 (formerly 2.9) *Where traffic congestion, pedestrian travel, collision history, or other factors warrant the installation of a traffic signal, the feasibility of a roundabout shall also be evaluated on a whole life cycle cost basis. In general, a roundabout should be installed at these locations unless right of way, cost, operational concerns, design limitations, or other issues preclude the installation of a roundabout.*

C-2.11 (formerly 2.10) *Development of private streets may be allowed in new residential projects that demonstrate the ability to facilitate police patrol, emergency access, and solid waste collection as well as fund on-going maintenance.*

C-2.12 (formerly 2.11) *Promote infill development that closes gaps and bottlenecks in the circulation system, especially in disadvantaged and older neighborhoods.*

C-2.13 (formerly 2.12) *Require new development to establish joint-use driveways and/or cross access easements to provide access when feasible and/or if: 1) located on street segments identified in C-1.2, 2) located on streets with intersections approaching not meeting LOS D, or 3) the shared access will reduce vehicle miles traveled as determined by the City's Community Development Department. The requirement is intended to preserve the movement function of the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads, providing more efficient connections to destinations, and reducing air emissions.*

C-2.14 (formerly 2.13) *Require development projects to arrange streets in an interconnected block pattern, so that pedestrians, bicyclists, and drivers are not forced onto arterial streets for inter- or intra-neighborhood travel to support safer travel. This approach will also add redundancy to the street network, supporting more*

safe and more efficient movement of emergency responders and help reduce vehicle miles traveled within the community.

C-2.15 (formerly 2.14) Residential subdivisions with lots fronting on an existing arterial street shall provide for separate roadway access for vehicles, pedestrians, and bicyclists to the maximum extent feasible, with access to residential lots provided from residential or collector streets. For those properties that currently front arterial streets, consideration should be given to providing separate roadway access where feasible as a condition of approval for any redevelopment or subdivision of the property.

C-2.16 (formerly 2.15) Ensure that development and infrastructure projects are designed in a way that provides pedestrian and bicycle connectivity to adjacent neighborhoods and areas (such as ensuring that sound walls, berms, and similar physical barriers are considered and gaps or other measures are provided to ensure connectivity).

C-2.17 (formerly 2.16) Aggressively pursue state and federal funding to augment the PFIP and implement the City's Circulation Element.

C-2.18 (formerly 2.17) Coordinate with neighboring jurisdictions, including Caltrans, San Joaquin Council of Governments (SJCOG), San Joaquin County, the City of Lathrop, and the City of Ripon to pursue funding for the following regional facilities:

- A new interchange at McKinley Avenue and SR 120;
- A new interchange at Austin Road/Raymus Parkway and SR 99;
- A new interchange on SR 99 between Lathrop Road and French Camp Road;
- An easterly extension of the SR 120 freeway towards Oakdale;
- Grade separated crossings of the Union Pacific Railroad line at Roth Road, Louise Avenue, Yosemite Avenue, and McKinley Avenue; and
- Regional bicycle lanes and bicycle paths.

C-2.19 (formerly 2.18) Prohibit the creation of traffic, bicycle, and pedestrian hazards and conflicts with vehicular traffic movements in new development, infill development, and redevelopment areas and pursue opportunities to improve conditions where there are existing conflicts to ensure that the pedestrian and bicycle network provides a direct and convenient route equal to or greater than vehicular routes in new development, infill, and redevelopment areas.

C-2.20 (formerly 2.19) In the development of projects, ensure there are adequate corner-sight distances appropriate for the speed and type of facility, including intersections of city streets and private access drives and roadways.

C-2.21 (formerly 2.20) Encourage the development of landscape-separated sidewalks along roadways (particularly arterials and non-residential streets) when feasible to discourage pedestrian/vehicle conflicts and be consistent with complete streets concepts.

C-2.22 (formerly 2.21) Pursue funding for grade separation of the remaining at-grade railroad crossings within the City.

C-2.23 (formerly 2.22) Incorporate emergency access, mountable medians, shoulders to bypass queued vehicles, emergency signal preemption, and other features into development and infrastructure projects to improve emergency response times as appropriate and feasible on new roadways and on existing roadways.

C-2.24 (formerly 2.23) Construct new facilities for emergency services as new areas of the City are developed to maintain response time consistent with existing development.

C-4.1 Through regular updates to the City's Active Transportation Plan inclusive of community members and stakeholders, establish a more safe and more convenient network of identified bicycle and pedestrian routes

connecting residential areas with schools, recreation, shopping, and employment areas within the city, generally as shown in Figure CI-2). The City shall also strive to develop connections with existing and planned regional routes shown in the San Joaquin County Bicycle Master Plan.

C-4.2 Improve safety conditions, efficiency, and comfort for bicyclists and pedestrians by providing native and drought-tolerant shade trees and controlling traffic speeds by implementing narrow lanes or other traffic calming measures in accordance with the City Neighborhood Traffic Calming Program on appropriate streets, in particular residential and downtown areas.

C-6.2 Develop and maintain a truck circulation network that connects Surface Transportation Assistance Act (STAA) trucks to industrial areas while balancing the safety needs of motorists in passenger vehicles and persons walking, biking, or riding a bus.

Actions

C-1a Maintain an up-to-date master list of multimodal conditions, including volume data for key intersections and roadway segments. This master list shall be updated regularly with traffic counts (for autos, transit, bicycles, and pedestrians) taken in conjunction with project traffic studies and by special counts conducted by the City as necessary and shall include periodic evaluation of the mobility and access on major streets, including access and mobility issues faced by transit riders, bicyclists, and pedestrians.

C-2a Maintain the Major Street Master Plan (Figure CI-1) showing the existing and proposed ultimate right-of-way and street width for each road segment within the City's Sphere of Influence and Area of Interest. The Major Street Master Plan shall also indicate the necessary right-of-way to be acquired or dedicated and the expected method of financing roadway improvements (i.e., City-funded or property owner/developer-funded). The Major Street Master Plan shall be updated at least every 5 years and more frequently if needed to address new streets or modifications to planned streets.

C-2b When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for more safe travel by all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial. Pedestrian districts like Downtown Manteca or areas near school entrances should have an enhanced streetscape (e.g., narrower travel lanes, landscape buffers with street trees, etc.) to better accommodate and encourage pedestrian travel.

C-2c Review and update the City's standard plans to ensure that the plans reflect the City's goals and policies for the circulation system, including cross-sections that provide for landscape-separated sidewalks along arterials and non-residential streets; best practices for safer travel by vehicles, bicycles, and pedestrians; and accommodate all users. Complete these updates within three years of adoption of this General Plan.

C-2d Require new development to participate in the implementation of transportation improvements identified in the Major Street Master Plan. Participation shall include the construction of roadways, improvements to roadways, including grade-separated crossings of railroads, payment into the PFIP program, payment into other fee programs, or fair-share payments. In general, the infrastructure needs and methods of participation will be determined through an environmental impact report or transportation impact analysis.

C-2j (formerly C-2i) Pursue funding to improve and address areas of traffic, bicycle, and pedestrian hazards and conflicts with vehicular traffic movements.

C-2k (formerly C-2j) Identify and remove, as feasible, obstacles limiting corner-sight distances at existing street corners.

C-2l (formerly C-2k) In conjunction with the creation of a Vision Zero Action Plan or Local Road Safety Plan, create an ongoing identification and surveillance program of above average vehicle, bicycle, and pedestrian

collision locations, with emphasis on early detection and correction of conditions that create safety issues for users.

C-2m (formerly C-2l) *Require all new signs, roadway striping, and traffic signals to be consistent with the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD).*

C-2n (formerly C-2m) *Through the development review process, require joint use access, cross access easements, emergency access, and access prohibitions wherever traffic patterns and physical features make it possible and ensure that proposed street networks are designed to balance local access needs with street capacity.*

C-2o (formerly C-2n) *Create a Vision Zero Action Plan or Local Road Safety Plan that prioritizes systems-based approach to preventing traffic fatalities, focusing on the built environment, systems, and policies that influence behavior as well as messaging that emphasizes that these traffic losses are preventable. Complete this plan within four years of adoption of this General Plan.*

C-2p (formerly C-2o) *Upon completion of a Vision Zero Action Plan or Local Road Safety Plan, update the PFIP to address recommended safety improvements for all modes, including vehicles, bicyclists, and pedestrians. Complete this update within two years of adoption of the Vision Zero Action or Local Road Safety Plan.*

C-4c *Increase bicyclist and pedestrian safety by:*

- *Providing and maintaining bicycle paths and lanes that promote bicycle travel.*
- *Sweeping, repairing, and maintaining vegetation growth along bicycle lanes and paths on a continuing, regular basis.*
- *Ensuring that bikeways are delineated and signed in accordance with the latest editions of the California MUTCD and AASHTO standards and lighting is provided, where feasible.*
- *Ensuring that all new and improved streets have bicycle-safe drainage grates and eliminate uneven pavement, gravel, encroaching vegetation, and other conditions that may impede user safety, expectations, and convenience.*
- *Providing and maintaining sidewalks and crosswalks.*

C-6q *Where intersections and roadway segments are modified to accommodate STAA truck movement, the City shall ensure that the design of such take into account the needs of all modes of transportation. Acceptable design solutions include, but are not limited to, features such as: shoulders for trailer tracking recovery; Class I and IV bicycle lanes; pedestrian and bicyclist shelter islands; and, longer crosswalk crossing phases at traffic signals.*

C-6aa *Update the PFIP program and other applicable programs to implement additional grade separations at existing and planned at-grade rail crossings in Manteca and to provide features to improve response time on new roadways and existing roadways.*

The Modified Project would not result in any new impacts or the increase in significance of impacts relative to this transportation and circulation. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

AIR TRAFFIC PATTERNS

The Modified Project would not result in increased building heights or other changes that would affect air traffic patterns and would have no impact regarding air traffic patterns.

3.15 UTILITIES AND SERVICE SYSTEMS

Utilities and service systems impacts associated with the Original Project were identified and discussed in Section 3.15, Utilities and Service Systems, of the Original Project EIR (Draft EIR, pages 3.15-1 through 3.15-51 and 4.0-18 through 4.0-22). The Original Project EIR analyzed the following impacts associated with Utilities and Service Systems:

- Impact 3.15-1:** General Plan implementation would result in sufficient water supplies available to serve the City and reasonably foreseeable future development during normal, dry, and multiple dry years (Less than Significant)
- Impact 3.15-2:** General Plan implementation would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects (Less than Significant)
- Impact 3.15-3:** General Plan implementation would not have the potential to result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (Less than Significant)
- Impact 3.15-4:** General Plan implementation may require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects (Less than Significant)
- Impact 3.15-5:** General Plan implementation would not require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects (Less than Significant)
- Impact 3.15-6:** General Plan implementation would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, would not generate solid waste in excess of State or local standards or otherwise impair the attainment of solid waste reduction goals, and would not exceed of the capacity of local infrastructure (Less than Significant)
- Impact 4.15:** Cumulative impacts related to utilities (Less than Cumulatively Considerable)

As described in Chapter 2.0, Project Description, the Modified Project would result in an increase in the potential for non-residential (industrial and park) uses on sites originally designated for residential, commercial, park, and business industrial park uses as compared to the Original Project (see Table 1 and Figure 1). The Modified Project would accommodate approximately 2,667,450 net additional square feet of non-residential uses and 1,932 additional jobs and would have a reduction of 937 single family and 359 multifamily units compared to the Original Project.

WATER SUPPLY AND TREATMENT (IMPACTS 3.15-1, 3.15-2, AND 4.15)

As discussed in the Original Project EIR under Impacts 3.15-1, 3.15-2, and 4.15 (see Draft EIR, pages 3.15-10 through 3.15-17, 4.0-18, and 4.0-19), the Original Project would result in growth that would increase demand for water supplies and new or expanded water supply and treatment infrastructure would be necessary. At buildout, the Modified Project would result in an increase in total demand for water supplies

and associated infrastructure. However, development accommodated under the Modified Project would have a total demand of 19,405 AFY, resulting in a reduction in projected water demand of 460 acre-feet per year compared to the Original Project demand of 19,865 AFY (see Table 8).

TABLE 8: WATER DEMAND - ORIGINAL PROJECT V. MODIFIED PROJECT

<i>PROPOSED LAND USE</i>	<i>WATER DEMAND, AFY PER ACRE OF LAND USE</i>	<i>ORIGINAL PROJECT</i>		<i>MODIFIED PROJECT</i>	
		<i>AREA, ACRES</i>	<i>WATER DEMAND, AFY</i>	<i>AREA, ACRES</i>	<i>WATER DEMAND, AFY</i>
Very Low Density Residential	1,360	254	387	254	387
Low Density Residential	2,240	4,493	11,272	4,267	10,713
Medium Density Residential	2,800	446	1,398	440	1,380
High Density Residential	5,200	354	2,061	342	1,992
Agricultural	--	333	0	333	-
Agricultural Industrial	--	184	0	184	-
Business Industrial Park	240	392	105	346	93
Business Professional	--	67	132	67	132
Commercial	1,200	812	1,091	814	1,095
Commercial Mixed-Use	1,760	659	1,299	659	1,300
Downtown	1,760	21	42	21	42
Industrial	240	1,505	405	1,762	474
Park	3,600	53	215	84	339
Open Space	3,600	43	174	43	174
Public/Quasi-Public	240	344	93	344	93
<i>Subtotal</i>	--	<i>9,960</i>	<i>18,673</i>	<i>9,960</i>	<i>18,213</i>
Unaccounted-for Water ^(D)	-	-	1,192	-	1,192
Total	-	-	19,865	-	19,405

Source: West Yost, 2022; De Novo Planning Group, 2024.

(A) Assumed to not be irrigated with City water supplies.

(B) Assumed to use water like the Neighborhood Commercial and Commercial Mixed-Use land uses.

(C) Assumed to use water like the General Commercial land use.

(D) Six percent of water demand per the City's 2015 UWMP.

Under the Modified Project, As with the Original Project, it would be speculative and not reasonably foreseeable to determine the specific impacts of providing new and expanded water treatment and distribution infrastructure under the Modified Project since there are no specific development projects proposed and the source of additional water supply (e.g., groundwater, surface water, or recycled water) as well as the location and specifics of water infrastructure improvements will be determined with subsequent water plan and Public Facility Infrastructure Plan (PFIP) updates as well as the planning process for future development projects. Project-specific review would be conducted: 1) if and when a development application is presented to the City to assess the water impacts based on the specific characteristics of the development project, and 2) to address specific water system and treatment

infrastructure improvements at the time that future water projects are planned and details of the improvements are known. It is anticipated that any future improvements to the existing water distribution infrastructure would be primarily provided on sites with land use designations that allow for urbanized land uses and development of public facilities, and the environmental impacts of constructing and operating the new water distribution infrastructure would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the Original Project. These impacts are described in the relevant chapters (Chapters 3.1 through 3.16 and 4.0) of the Draft EIR. Original Project policies and actions to address these impacts are detailed on pages 3.15-14 through 3.15-16 of the Original Project EIR and include, but are not limited to:

Policies

CF-6.1: Ensure the water system and supply is adequate to meet the needs of existing and future development and is utilized in a sustainable manner.

CF-6.2: Ensure safe drinking water standards are met throughout the community.

CF-6.3: Pursue additional water supply agreements to supplement the City's existing system in order to meet projected demand and to reduce the City's reliance on groundwater resources.

CF-6.4: Ensure that the City's water supply provides for and supports a balance of jobs and housing in future development.

CF-6.5: Prohibit extension of City water services to unincorporated areas except in extraordinary circumstances. Existing commitments for City water service outside the City limits shall continue to be honored.

CF-6.6: Limit development of private water wells to occur only if the City makes a finding that it cannot feasibly provide water service. Such systems shall only be allowed to be used until such time as City water service becomes available.

CF-6.7: Ensure that all new development provides for and funds a fair share of the costs for adequate water distribution, including line extensions, easements, and plant expansions.

CF-6.8: Continue efforts to reduce potable water use, increase water conservation, and establish water reuse and recycling systems.

CF-6.9: Evaluate opportunities for the use of recycled water for industrial uses and landscape irrigation where feasible, within the parameters of State and County Health Codes and standards.

CF-6.10: Consider the effect of incremental increases in the demands on groundwater supply and water quality when reviewing development applications.

Actions

LU-5g: Require proposed major industrial development to provide the City with an engineering report of the anticipated potable water and wastewater demand. Additional review will be required for proposed industrial uses with a high potable water and wastewater demand.

CF-6a: Update the Public Facilities Implementation Plan, regarding water supply and distribution, every five years. The update shall reflect the most recent adopted groundwater studies that establish a safe yield for the groundwater basin and/or establish maximum extraction from the basin. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-6b: Continue to rely groundwater resources, while participating in the regional efforts to secure surface water to augment the City's groundwater supply in the mid and long term.

CF-6c: Develop new water sources, storage facilities, and major distribution lines as necessary to serve new development.

CF-6d: Regularly review and update the City's water conservation measures to be consistent with current best management practices for water conservation, considering measures recommended by the State Department of Water Resources, the California Urban Water Conservation Council, and the San Joaquin County Flood Control and Water Conservation District.

CF-6e: Continue to assess a water development fee on all new commercial, industrial, and residential development sufficient to fund system-wide capacity improvements. The water development fee schedule shall be periodically reviewed and revised as necessary.

CF-6f: Continuously monitor water flows through the City's water system to identify areas of potential water loss and instances of under billing for water service and make improvements to the system and billing assessments as necessary.

CF-6g: Require, as a condition of project approval, dedication of land and easements, or payment of appropriate fees and exactions, to help offset municipal costs of expansion of water treatment facilities and delivery systems.

CF-6h: Retain a water conservation ordinance requiring the installation of low-flush toilets, low-flow showerheads, and similar features in all new development.

CF-6i: Institute a remote monitoring program for the city's water system and replace faulty meters in the system as necessary. Continue the practice of identifying and replacing faulty meters at service connections on an ongoing basis.

CF-6j: Regularly monitor water quality in the water system and wells and take necessary measures to prevent contamination and reduce known contaminants to acceptable levels.

CF-6k: Evaluate the viability of expanding the use of recycled water to offset potable demands through both indirect potable reuse and expansion of non-potable reuse.

The Modified Project retains the Original Project General Plan policies and actions that address adequate water supplies, including addressing the demand associated with projected new development, implementation of water conservation measures, planning for expanded recycled water use, and requirements that development projects mitigate their infrastructure service impacts, including addressing the demand associated with projected new development, ensuring periodic review and update to the City's various master plans for the provision of services to serve existing and future development, and ensuring that new development contributes its fair share toward necessary infrastructure. With adherence to the requirements of State law related to water supply planning and urban water management planning, the Manteca Municipal Code requirements related to water efficiency and conservation, payment of applicable water system connection and usage fees, and implementation of Original Project measures that address water supply and conservation, the Modified Project would result in similar impacts to water supply and water treatment facilities as the Original Project.

WASTEWATER TREATMENT AND DISPOSAL (IMPACTS 3.15-3, 3.15-4, AND 4.15)

As discussed under Impacts 3.15-3, 3.15-4, and 4.15 (see Draft EIR, pages 3.15-23 through 3.15-29 and 4.0-19 through 4.0-20), there would be adequate wastewater treatment capacity, with projected and

planned improvements, to serve the Original Project, as the Original Project would result in wastewater generation of approximately 16.136 million gallons per day (MGD), which is within the planned capacity of 27 MGD average dry weather flow for the Manteca Water Quality Control Facility at buildout. The Modified Project would result in a demand of 16.062 MGD, a decrease in demand for wastewater collection and treatment of 0.074 MGD or 74,214 gallons per day compared to the Original Project (see Table 9).

TABLE 9: WASTEWATER DEMAND - ORIGINAL PROJECT V. MODIFIED PROJECT

LAND USE TYPE	WASTEWATER GENERATION (GPD/AC)			ORIGINAL PROJECT		MODIFIED PROJECT	
	EXISTING ¹	NEW ¹	APPLIED ²	ACRES	BUILDOUT DEMAND (APPLIED X ACRES)	ACRES	BUILDOUT DEMAND (APPLIED X ACRES)
Residential Very Low	320	530	425	492	209,100	492	209,100
Residential Low	808	1,338	1,073	8,274	8,878,002	8,048	8,635,826
Residential Medium	1,346	2,183	1,765	679	1,198,435	672.9	1,187,669
Residential High	2,337	3,789	3,063	470	1,439,610	458	1,402,854
Commercial Mixed Use ³	2,473	2,473	2,473	833	2,060,009	833	2,060,009
General Commercial ⁴	750	750	750	842	631,500	844.3	633,225
Neighborhood Commercial ⁴	1,120	1,120	1,120	361	404,320	361	404,320
Industrial	1,000	1,000	1,000	0	0	257.6	256,600
Public/Quasi-Public	425	425	425	1,344	571,200	1,344	571,200
Park	400	400	400	726	290,400	756.9	302,760
Agriculture	0	0	0	4,004	0	4,004	0
Open Space	0	0	0	471	0	471	0
Business Industrial Park ⁵	1,200	1,200	1,200	378	453,600	332	398,400
TOTAL					16,136,176		16,061,962
					(16.136 mgd)		(16.062 mgd)

Source: West Yost, 2022; De Novo Planning Group, 2024.

As with the Original Project, adequate wastewater treatment capacity is anticipated and the specific plans to serve new development projects to address the Modified Project cannot be determined at this time, as the Modified Project does not propose any specific development projects and the location and specifics of wastewater infrastructure improvements will be determined with subsequent wastewater master plan and PFIP updates as well as the planning process for future development projects. Project-specific review would be conducted: 1) if and when a development application is presented to the City to assess the wastewater impacts based on the specific characteristics of the development project, and 2) to address specific wastewater infrastructure improvements at the time that future wastewater projects are planned and details of the improvements are known. It is anticipated that any future improvements to the existing wastewater collection and treatment infrastructure would be primarily provided on sites with land use designations that allow for urbanized land uses and development of public facilities, and the environmental impacts of constructing and operating the new or expanded wastewater infrastructure would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the Original Project. These impacts are described in the relevant chapters (Chapters 3.1

through 3.16 and 4.0) of the Draft EIR. Original Project policies and actions to address these impacts are detailed on pages 3.15-25 and 3.15-26 of the Original Project EIR and include, but are not limited to:

Policies

CF-7.1: Ensure adequate wastewater collection and treatment infrastructure to serve existing and future development and the safe disposal of wastes.

CF-7.2: Develop new sewage treatment and trunk line capacity as necessary to serve new development. The City shall incorporate current technologies into the design and operation of these facilities.

CF-7.3: Only extend sewer services to unincorporated areas under extraordinary circumstances. Existing commitments for sewer service outside the city limits shall continue to be honored.

CF-7.4: Only allow the development of individual septic systems where it is not feasible to provide public sewer service. Such systems shall only be used until such time as City sewer service becomes available and meet the minimum standards of the San Joaquin County Health Department.

CF-7.5: Maintain the ability to handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit.

CF-7.6: Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public health and safety.

Actions

LU-5g: Require proposed major industrial development to provide the City with an engineering report of the anticipated potable water and wastewater demand. Additional review will be required for proposed industrial uses with a high potable water and wastewater demand.

CF-7a: Update the Public Facilities Implementation Plan regarding wastewater collection and treatment every five years. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-7b: Require new development to provide for and fund a fair share of the costs for adequate sewer distribution and treatment, including line extensions, easements, and plant expansions.

CF-7c: Require all sewage generators within the City's service area to connect to the City's system, except those areas where on-site treatment and disposal facilities are deemed appropriate.

CF-7d: Require an industrial pretreatment program for business parks and other industrial uses when deemed necessary in accordance with state and federal requirements.

CF-7e: Investigate methods of improving the quality of the effluent from the City wastewater treatment plant and options for reuse of treated wastewater including direct potable reuse. The recycled wastewater will be used for irrigation of public recreation lands, restoration of wetland areas, irrigation of landscaped areas, dust control, fire protection, and soil compaction.

CF-7f: Promote reduced wastewater system demand through efficient water use by:

- *Requiring water conserving design and equipment in new construction,*
- *Encouraging retrofitting with water conserving devices,*
- *Designing wastewater systems to minimize inflow and infiltration to the extent economically feasible; and*
- *Maintaining a Citywide map of all sewer collection system components and monitoring the condition of the system on a regular basis.*

The Modified Project retains the Original Project General Plan policies and actions that address adequate public infrastructure and services, including the requirements that development projects mitigate their infrastructure service impacts, including addressing the demand associated with projected new development, including requiring development projects to demonstrate that the infrastructure, public services, and utilities serving the City can accommodate the increased demand for services, ensuring periodic review and update to the City's various master plans for the provision of services to serve existing and future development, and ensuring that new development contributes its fair share toward necessary infrastructure. With adherence to the City requirements related to payment of applicable wastewater system connection and usage fees, and implementation of Original Project measures that address public services, including wastewater collection and treatment, the Modified Project would result in similar impacts to the Original Project. To the extent any specific project proposal is considered by the City, that project would be analyzed to determine whether further environmental review is warranted.

STORMWATER DRAINAGE (IMPACTS 3015-5 AND 4.15_

As discussed under Impacts 3.15-5, and 4.15 (see Draft EIR, pages 3.15-35 through 3.15-37 and 4.0-20), development under the Original Project would result in increased areas of impervious surfaces throughout the Planning Area, resulting in the need for additional or expanded stormwater drainage, conveyance, and retention infrastructure. As previously described, the Modified Project would not identify any new areas for development in comparison to the Original Project. As with the Original Project, the specific impacts of providing new and expanded stormwater drainage, conveyance, and retention infrastructure to serve new development projects accommodated by the Modified Project cannot be determined at this time, as the Modified Project does not propose any specific development projects and the location and specifics of stormwater infrastructure improvements will be determined with subsequent master plan and PFIP updates as well as the planning process for future development projects. Project-specific review would be conducted: 1) if and when a development application is presented to the City to assess the stormwater impacts based on the specific characteristics of the development project, and 2) to address specific stormwater system and treatment infrastructure improvements at the time that future stormwater projects are planned and details of the improvements are known. It is anticipated that any future improvements to the existing stormwater infrastructure would be primarily provided on sites with land use designations that allow for urbanized land uses and development of public facilities, and the environmental impacts of constructing and operating the new stormwater infrastructure would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the Original Project. These impacts are described in the relevant chapters (Chapters 3.1 through 3.16 and 4.0) of the Draft EIR. Original Project policies and actions to address these impacts are detailed on pages 3.15-36 and 3.15-37 of the Original Project EIR and include, but are not limited to:

Policies

CF-8.1: Maintain and improve Manteca's storm drainage facilities.

CF-8.2: Require all development projects to demonstrate how storm water runoff will be detained or retained on-site and/or conveyed to the nearest drainage facility as part of the development review process and as required by the City's NPDES Municipal Regional Permit. Project applicants shall mitigate any drainage impacts as necessary and shall demonstrate that the project will not result in any increase in off-site runoff during rain and flood events.

CF-8.3: Continue to allow dual-use detention basins for parks, ball fields, and other uses where appropriate.

CF-8.4: Incorporate recreational trails and parkway vegetation design where open stormwater facilities are appropriate and ensure that vegetation does not reduce channel capacity.

CF-8.5: Maintain drainage channels in a naturalized condition where appropriate, incorporating recreational trails, parkway vegetation, and other amenities and ensuring that vegetation does not reduce channel capacity, and consistent with the Resource Conservation Element.

CF-8.6: Continue to work cooperatively with outside agencies such as the San Joaquin Area Flood Control Agency and South San Joaquin Irrigation District regarding storm drainage and flood control management issues.

Actions

CF-8a: Update the Storm Drainage Master Plan and Public Facilities Implementation Plan every five years. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-8b: Continue to complete gaps in the drainage system in areas of existing and future development.

CF-8c: Identify which storm water and drainage facilities are in need of repair and address these needs through the City's Capital Improvement Program.

CF-8d: Continue to review development projects to identify potential stormwater and drainage impacts and require development to include measures to ensure that off-site runoff is not increased as a during rain and flood events.

The Modified Project retains the Original Project General Plan policies and actions that address adequate public infrastructure and services, including the requirements that development projects mitigate their infrastructure service impacts, including addressing the demand associated with projected new development, ensuring periodic review and update to the City's various master plans for the provision of services to serve existing and future development, and ensuring that new development contributes its fair share toward necessary infrastructure. With adherence to the City's requirements for stormwater infrastructure and implementation of Modified Project measures that address public services, including stormwater detention, retention, conveyance, and quality, the Modified Project would result in similar impacts to the Original Project.

SOLID WASTE (IMPACTS 3.15-6 AND 4.15)

As discussed under Impact 3.15-6 and 4.15 (see Draft EIR, pages 3.15-48 through 3.15-51 and 4.0-20 through 4.0-22), there would be adequate solid waste capacity to serve the Original Project, as the Original Project would result in approximately 302.9 tons per day, which is within the daily permitted capacity of the Forward Landfill until landfill closure in 2036. The City will need to secure a new location or expand existing facilities when the Forward Landfill is ultimately closed. At the closure of the Forward Landfill, the City can potentially utilize the Foothill Landfill and the North County Landfill as locations for solid waste disposal or consider construction of new facilities or expansion of existing facilities. The Modified Project would result in a decrease in demand for solid waste disposal of approximately 10.3 tons per year (-1,296 dwelling units x 3.18 persons per unit x 5.0 pounds per day/2000 pounds per ton). As with the Original Project, the Modified Project does not include any components that would conflict with federal, state, and local management and reduction statutes and regulations related to solid waste or otherwise impair the attainment of solid waste reduction goals. The Modified Project retains the Original Project General Plan policies and actions that address solid waste. These policies and actions are detailed on pages 3.15-50 and 3.15-51 of the Original Project EIR and include, but are not limited to:

Policies

CF-11.1: Continue to require mandatory refuse collection throughout the city.

CF-11.2: Ensure adequate solid waste collection infrastructure to serve existing and future development and the safe disposal of waste.

CF-11.3: Implement and enforce the provisions of the City's Source Reduction and Recycling Program and update the program as necessary to meet or exceed the State waste diversion requirements.

CF-11.4: Reduce municipal waste generation by increasing recycling, on-site composting, and mulching, where feasible, at municipal facilities, as well as using resource efficient landscaping techniques in new or renovated.

CF-11.5: Encourage residential, commercial, and industrial recycling and reuse programs and techniques.

CF-11.6: Coordinate with and support other local agencies and jurisdictions in the region to develop and implement effective waste management strategies and waste-to-energy technologies.

CF-11.7: Support the continued use of the Lovelace Transfer Station on Lovelace Road, between Union Road and Airport Way, for the processing and shipping of solid waste materials.

Actions

CF-11a: Regularly monitor the level of service provided by garbage and recycling collection contractors to ensure that service levels are adequate.

CF-11b: Implement recycling and waste reduction education programs for City employees. The education program will disseminate information on what and how much is recycled by the City.

CF-11c: Expand the provision of recycling collection containers and services to all City facilities, including parks.

CF-11d: Include standard language in requests for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill.

CF-11e: Coordinate with San Joaquin County concerning the City's use of the Lovelace Landfill and its capacity projections.

CF-11f: Encourage recycling, reuse, and appropriate disposal of hazardous materials, including the following:

- *Increased participation in single family and multifamily residential curbside recycling programs;*
- *Increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics;*
- *Reduce yard and landscaping waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques;*
- *Encourage local businesses to provide electronic waste (e-waste) drop-off services and encourage residents and businesses to properly dispose of, or recycle, e-waste;*
- *Consider an ordinance mandating that single use food utensils, wrappers and containers be made from bio-degradable materials and prohibiting Styrofoam containers and coolers.*

CF-11g: Update the Public Facilities Implementation Plan regarding solid waste collection, recycling, and disposal, including need for refuse trucks and waste separators, every five years. The update shall be reviewed annually for adequacy and consistency with the General Plan.

CF-11h: Expand educational and outreach efforts, in partnership with state, regional, local agencies, relevant organizations, businesses, schools, etc. to promote recycling and waste reduction.

CF-11j: Develop a community solid waste committee to evaluate the effectiveness of existing programs and to consider innovative solutions to reduce landfill and recycling burdens.

With adherence to the City and service provider requirements related to solid waste, and implementation of Modified Project measures that address solid waste, including measures that reduce waste and improve recycling rates, the Modified Project would result in similar impacts to the Original Project.

The Modified Project would not result in any new impacts or the increase in significance of impacts relative to utilities and service systems. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.16 WILDFIRE

Wildfire impacts associated with the Original Project were identified and discussed in Section 3.16, Wildfire, of the Original Project EIR (Draft EIR, pages 3.16-1 through 3.16-7 and 4.0-22). The Original Project EIR analyzed the following impacts associated with Wildfire:

Impact 3.16-1: General Plan implementation would not have a significant impact related to wildfire risks associated with lands in or near State Responsibility Areas or lands classified as very high fire hazard severity zones (No Impact)

Impact 4.16: Cumulative impact related to wildfire (Less than Cumulatively Considerable)

As identified under Impacts 3.16-1 and 4.16 of the Original Project EIR (see Draft EIR pages 3.16-7 and 4.0-22, the Planning Area is not located in or near any State Responsibility Areas and there are no lands classified as very high fire hazard severity zones within or near the Planning Area. The Original Project was determined to have no impact related to wildfire risks associated with lands in or near State Responsibility Areas or lands classified as very high fire hazard severity zones. The Modified Project would not change the boundaries of the Planning Area and would also have no impact related to wildfire risks associated with lands in or near State Responsibility Areas or lands classified as very high fire hazard severity zones and would have a less than cumulatively considerable contribution to cumulative wildfire impacts.

There would be no new significant impacts or increase in the significance of impacts associated with wildfires. The Modified Project does not increase the severity of the impacts beyond what was addressed in the Original Project EIR. There are no changed circumstances or new information that meets the standard for requiring further environmental review under CEQA Guidelines Section 15162.

3.17 GROWTH INDUCEMENT AND SIGNIFICANT IRREVERSIBLE AND ADVERSE EFFECTS

Growth-Inducing Effects

The CEQA Guidelines require that an EIR evaluate the growth inducing impacts of a proposed action (Section 15126.2(d)). To analyze this, the EIR must:

Discuss the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As described in Chapter 4.0 of the Draft EIR on pages 4.0-22 through 4.0-25, the Original Project would have a less than significant impact associated with its potential to induce growth (see Draft EIR pages 4.0-22 – 4.0-25). The Modified Project plans for urbanization of the same area as the Original Project and could generate approximately 1,932 new jobs; however, will eliminate the construction of some new housing (-1,296 units) in that area. Similar to the Original Project, the Modified Project would extend roadways to serve planned development; General Plan policies and actions to limit unplanned growth would apply for the Modified Project and address the potential to induce-unplanned growth. These policies and actions include Policy RC-6.1, RC-6.2, RC-7.5, RC-7.6, RC-7.10, RC-7.11, RC-7.14, RC-6.e, RC-7c, RC-7e, LU-2.6, LU-2.9, LU-11.1, LU-11.2, LU-1b, and LU-11a. The Modified Project does not include any extensions of water, sewer, or dry utility infrastructure or other features that would accommodate unplanned growth that are not included in the Original Project. The Modified Project would accommodate infrastructure to support growth to the same general area as the Original Project. The Modified Project has adequate residential capacity to accommodate the employment generated by the change in uses, with a total of 36,807 residential units and to accommodate 29,380 new employees. The Modified Project identifies multiple areas for employment growth throughout the City, as does the Original Project. While the specific characteristics of the growth will change, there are no features of the Modified Project that would induce growth beyond that anticipated for the Original Project. Furthermore, the VMT analysis took into consideration the generation of 1,932 new jobs and concluded that there would not be any new impact or a change in the significance of existing impacts. Therefore, implementation of the Modified Project would not directly or indirectly result in any growth inducing impacts beyond what was previously analyzed in the Original Project EIR.

Significant Irreversible and Adverse Effects

Impacts associated with significant irreversible and adverse effects associated with the Original Project are discussed on pages 4.0-25 through 4.0-29 of the Draft EIR. The Original Project would result in consumption of nonrenewable resources, irretrievable commitments of resources, irreversible physical changes, phased consumption of resources, effects on fish, wildlife, and plant species, and substantial adverse effects on humans. The Modified Project is comparable to the Original Project in that it is a policy document that addresses land uses and environmental issues to the greatest extent feasible, while allowing growth and economic prosperity for the City. The Modified Project refines land uses in the

northern portion of the Planning Area and will have a similar pattern of urbanization as the Original Project. The Modified Project will not expand the area envisioned for growth and would result in a similar range of uses (residential, commercial, industrial, business industrial, agricultural industrial, public/quasi-public, parks, open space, and agriculture) in the Area. While the Original Project policies and actions would also reduce environmental impacts associated with the implementation of the Modified Project, the Modified Project would result in similar significant irreversible changes and adverse effects as the Original Project and actually preserve at least 50 acres of land for purposes of Park use.

4.0 CHANGES IN CIRCUMSTANCES/NEW INFORMATION

In addition to the effects of the Project changes discussed in Section 3.0 and 4.0 of this Addendum, Section 15162 of the CEQA Guidelines states that a subsequent EIR would be required if substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

To address the potential for other changed circumstances that may result in new or substantially more severe cumulative impacts, a review was completed of plans, policies, and regulations that would apply to the Modified Project. No new plans, policies, or regulations that would result in new significant environmental impacts or an increase in the severity of environmental impacts were identified. There have been no significant changes in circumstances that would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Since the certification of the Original Project EIR and adoption of the Original Project, the City has not reached the residential build-out potential identified in the General Plan. The Original Project and Draft EIR anticipated new residential development of 38,103 residential units and 28.7 million square feet of non-residential uses in the Study Area. The City has not approved any development projects, specific plans, or other projects that would result in significant changes to the development potential and land use pattern evaluated in the Draft EIR.

Overall, there have been no changes in known circumstances that have occurred since preparation of the Original Project EIR that would result in new significant impacts or substantial increases in the severity of previously identified significant impacts in association with the Modified Project. No other additional information of substantial importance, which would require major revisions to earlier analyses that would warrant preparation of a subsequent EIR pursuant to Section 15162 of the CEQA Guidelines, has been identified or received. Therefore, pursuant to Section 15164 of the CEQA Guidelines, an Addendum to the Original Project EIR provides the appropriate level of environmental review for the Modified Project.

Appendix A

Table A-1 : Comparison of Average Daily Trip Levels by Roadway Segment for Original Project and Modified Project and Potential to Exceed Noise Threshold

Roadway	Segment	Noise Levels (L_{dn} , dB) at Nearest Sensitive Receptors										Projected Change in Significance
		Existing (2019)		Original Project		dBA Change	2023 General Plan Criteria ¹	Original Project: Is Increase Significant under Either Criteria?	Modified Project		dBA Change (Modified Project v. Original Project)	
		ADT	Noise Levels (Ldn, dB)	ADT	Noise Levels (Ldn, dB)		2043 General Plan Criteria ²		ADT	Noise Levels (Ldn, dB)		
Airport Way	North of Crom Street	14,300	63.3	45,800	68.5	5.2	+5-10 dBA +3 dBA	Yes	44,100	68.52	0.0%	No significant change; impact is already significant and unavoidable
Airport Way	North of Daisywood Drive	10,100	66.6	40,900	71.3	4.7	+5-10 dBA +1.5 dBA	Yes	40,600	71.19	-0.1%	No significant change; impact is already significant and unavoidable
Airport Way	North of Daniels Street	18,000	65.5	50,300	69.4	3.9	+5-10 dBA +1.5 dBA	Yes	49,200	69.39	0.0%	No significant change; impact is already significant and unavoidable
Airport Way	South of Northgate Drive	10,800	66.5	40,600	72.6	6.1	+5-10 dBA +1.5 dBA	Yes	39,100	72.42	-0.2%	No significant change; impact is already significant and unavoidable
Airport Way	South of SR 120	17,800	61.8	47,800	66.5	4.7	+5-10 dBA +3 dBA	Yes	47,600	66.44	0.0%	No significant change; impact is already significant and unavoidable
Atherton Drive	East of Main Street	4,700	56.6	10,900	60.5	3.9	+5-10 dBA +5 dBA	No	11,100	60.48	0.0%	No significant change
Atherton Drive	East of Union Road	7,000	60.3	19,900	64.8	4.5	+5-10 dBA +3 dBA	Yes	20,700	64.77	0.0%	No significant change; impact is already significant and unavoidable
Austin Road	South of Moffat Boulevard	4,700	65.4	17,200	66.0	0.6	+5-10 dBA +1.5 dBA	No	17,300	65.96	-0.1%	No significant change
Austin Road	South of Yosemite Avenue	4,200	66.1	17,100	67.1	1	+5-10 dBA +1.5 dBA	No	16,900	67.06	0.0%	No significant change
Cottage Avenue	South of Aldwina Lane	11,400	65.4	16,000	66.8	1.4	+5-10 dBA +1.5 dBA	No	16,000	66.77	0.0%	No significant change
Daniels Street	West of Airport Way	18,300	63.2	34,600	65.8	2.6	+5-10 dBA +3 dBA	No	34,500	65.76	0.0%	No significant change
French Camp	Rd east of SR	6,800	62.8	8,300	64.6	1.8	+5-10 dBA +3 dBA	No	8,000	64.62	0.0%	No significant change
French Camp	Rd west of SR	10,800	72.4	21,300	76.5	4.1	+5-10 dBA +1.5 dBA	Yes	21,600	76.21	-0.3%	No significant change; impact is already significant and unavoidable
Lathrop Avenue	West of Airport Way	14,700	71.9	57,200	76.8	4.9	+5-10 dBA +1.5 dBA	Yes	56,800	76.85	0.0%	No significant change; impact is already significant and unavoidable
Lathrop Avenue	West of Madison Grove	18,000	68.2	54,200	71.3	3.1	+5-10 dBA +1.5 dBA	Yes	53,500	71.31	0.0%	No significant change; impact is already significant and unavoidable
Lathrop Avenue	West of Sherwood Avenue	21,100	68.4	56,400	71.5	3.1	+5-10 dBA +1.5 dBA	Yes	55,700	71.5	0.0%	No significant change; impact is already significant and unavoidable
Louise Avenue	East of Marguerite Avenue	13,400	63.6	29,600	67.2	3.6	+5-10 dBA +3 dBA	Yes	28,400	67.18	0.0%	No significant change; impact is already significant and unavoidable
Louise Avenue	East of Tulip Place	13,400	64	23,700	67.1	3.1	+5-10 dBA +3 dBA	Yes	23,700	67.09	0.0%	No significant change; impact is already significant and unavoidable
Louise Avenue	West of Airport Way	12,800	69.9	47,000	76.1	6.2	+5-10 dBA +1.5 dBA	Yes	47,200	76.1	0.0%	No significant change; impact is already significant and unavoidable
Louise Avenue	West of Austin Road	4,100	61.2	8,000	66.1	4.9	+5-10 dBA +3 dBA	Yes	8,100	66.15	0.0%	No significant change; impact is already significant and unavoidable
Louise Avenue	West of Cottage Avenue	12,400	61.1	21,300	64.1	3	+5-10 dBA +3 dBA	No	21,300	64.14	0.0%	No significant change
Louise Avenue	West of Yvonne Avenue	17,400	63.9	30,100	66.7	2.8	+5-10 dBA +3 dBA	No	29,900	66.74	0.1%	No significant change
Loveland Rd	East of Union Rd		N/A	29,000	71.7	N/A	N/A N/A	N/A	28,500	71.55	-0.1%	No significant change
Loveland Road	East of Airport Way	4,100	63.2	19,400	73.8	10.6	+5-10 dBA +3 dBA	Yes	18,500	73.45	-0.3%	No significant change; impact is already significant and unavoidable
Loveland Road	West of SR 99		N/A	30,700	72	N/A	N/A N/A	N/A	30,900	71.87	-0.2%	No significant change
Main Street	(Manteca Rd) north of Sedan Avenue	2,600	68.4	9,100	71.3	2.9	+5-10 dBA +1.5 dBA	Yes	9,100	71.25	0.0%	No significant change; impact is already significant and unavoidable
Main Street	North of Northgate Drive	12,100	61.7	20,400	63.5	1.8	+5-10 dBA +3 dBA	No	19,200	63.31	-0.2%	No significant change
Main Street	North of SR 120 WB ramps	27,600	72.4	40,100	72.9	0.5	+5-10 dBA +1.5 dBA	No	39,800	72.93	0.0%	No significant change
Main Street	South of Alameda Street	16,900	71.3	24,200	72.4	1.1	+5-10 dBA +1.5 dBA	No	24,100	72.35	-0.1%	No significant change
Main Street	South of Quintal Road	18,900	63	52,700	66.2	3.2	+5-10 dBA +3 dBA	Yes	52,000	66.23	0.0%	No significant change; impact is already significant and unavoidable
Moffat Boulevard	East of Powers Avenue	6,400	63.7	10,500	65.3	1.6	+5-10 dBA +3 dBA	No	10,500	65.34	0.0%	No significant change

Table A-1 : Comparison of Average Daily Trip Levels by Roadway Segment for Original Project and Modified Project and Potential to Exceed Noise Threshold

Roadway	Segment	Noise Levels (L_{dn} , dB) at Nearest Sensitive Receptors										Projected Change in Significance
		Existing (2019)		Original Project		dBA Change	2023 General Plan Criteria ¹	Original Project: Is Increase Significant under Either Criteria?	Modified Project		dBA Change (Modified Project v. Original Project)	
		ADT	Noise Levels (Ldn, dB)	ADT	Noise Levels (Ldn, dB)		2043 General Plan Criteria ²		ADT	Noise Levels (Ldn, dB)		
Moffat Boulevard	North of Woodward Avenue	6,000	55.1	14,100	57.5	2.4	+5-10 dBA +5 dBA	No	14,300	57.48	0.0%	No significant change
Raymus Parkway	East of Austin Road		N/A	18,700	66.5	N/A	N/A N/A	N/A	18,700	66.44	0.0%	No significant change
Raymus Parkway	East of Main Street		N/A	13,900	64.6	N/A	N/A N/A	N/A	13,800	64.52	-0.1%	No significant change
Raymus Parkway	East of Union Road		N/A	12,200	63.9	N/A	N/A N/A	N/A	12,300	63.81	-0.1%	No significant change
Roth Rd	East of Airport Way		N/A	16,700	69.4	N/A	N/A N/A	N/A	17,300	69.38	0.0%	No significant change
Roth Rd	West of Airport Way	8,600	66.8	31,400	72.3	5.5	+5-10 dBA +1.5 dBA	Yes	31,900	72.23	-0.1%	No significant change; impact is already significant and unavoidable
Spreckels Avenue	South of Phoenix Drive	16,100	61.2	23,500	61.8	0.6	+5-10 dBA +3 dBA	No	23,500	61.80	0.0%	No significant change
SR 120	Eb between McKinley Ave and Airport Way	38,870	66.5	114,100	70.2	3.7	+5-10 dBA +1.5 dBA	Yes	114,200	70.24	0.0%	No significant change; impact is already significant and unavoidable
SR 120	Total between McKinley Ave and Airport Way	82,200	69.7	229,370	73.3	3.6	+5-10 dBA +1.5 dBA	Yes	229,300	73.32	0.0%	No significant change; impact is already significant and unavoidable
SR 120	Wb between McKinley Ave and Airport Way	43,330	63.9	115,270	67.4	3.5	+5-10 dBA +3 dBA	Yes	114,200	67.39	0.0%	No significant change; impact is already significant and unavoidable
SR 99	Nb north of Lovelace Rd	39,870	76.4	64,350	77.6	1.2	+5-10 dBA +1.5 dBA	No	64,500	77.63	0.0%	No significant change
SR 99	Nb north of Yosemite Ave	38,350	71.6	66,240	73.3	1.7	+5-10 dBA +1.5 dBA	Yes	67,000	73.33	0.0%	No significant change; impact is already significant and unavoidable
SR 99	Sb north of Lovelace Rd	40,090	75.5	64,050	76.7	1.2	+5-10 dBA +1.5 dBA	No	64,200	76.71	0.0%	No significant change
SR 99	Sb north of Yosemite Ave	40,390	74.1	70,360	75.9	1.8	+5-10 dBA +1.5 dBA	Yes	70,200	75.82	0.0%	No significant change; impact is already significant and unavoidable
SR 99	Total north of Lovelace Rd	79,960	79.4	128,400	80.6	1.2	+5-10 dBA +1.5 dBA	No	128,700	80.64	0.0%	No significant change
SR 99	Total north of Yosemite Ave	78,740	77	136,600	78.7	1.7	+5-10 dBA +1.5 dBA	Yes	137,200	78.72	0.0%	No significant change; impact is already significant and unavoidable
Union Rd	North of Lovelace Rd	5,100	63.5	11,700	70.9	7.4	+5-10 dBA +3 dBA	Yes	12,100	70.59	-0.3%	No significant change; impact is already significant and unavoidable
Union Road	North of Crom Street	17,900	63.3	35,500	67	3.7	+5-10 dBA +3 dBA	Yes	36,000	67.01	0.0%	No significant change; impact is already significant and unavoidable
Union Road	North of Del Webb Boulevard	7,400	60.4	19,600	64.9	4.5	+5-10 dBA +3 dBA	Yes	18,300	64.40	-0.5%	No significant change; impact is already significant and unavoidable
Union Road	South of Mission Ridge Drive	20,400	66.4	30,100	68.1	1.7	+5-10 dBA +1.5 dBA	Yes	30,200	68.09	0.0%	No significant change; impact is already significant and unavoidable
Union Road	South of Northgate Drive	15,500	64.1	29,900	67.6	3.5	+5-10 dBA +3 dBA	Yes	29,200	67.55	-0.1%	No significant change; impact is already significant and unavoidable
Union Road	South of SR 120 EB Ramps	15,200	60.3	46,500	65	4.7	+5-10 dBA +3 dBA	Yes	47,900	64.99	0.0%	No significant change; impact is already significant and unavoidable
Union Road	South of Woodward Avenue	4,900	63.7	18,000	69.6	5.9	+5-10 dBA +3 dBA	Yes	18,100	69.56	0.0%	No significant change; impact is already significant and unavoidable
Van Ryn	Avenue north of Atherton Drive	9,200	64.2	13,300	66.1	1.9	+5-10 dBA +3 dBA	No	13,200	66.18	0.0%	No significant change
Woodward Avenue	West of Airport Way	4,300	58.2	11,500	62.5	4.3	>60 dBA +5 dBA	No	11,500	62.39	-0.1%	No significant change
Woodward Avenue	West of Laurie Avenue	6,000	62.8	20,300	68	5.2	+5-10 dBA +3 dBA	Yes	20,400	68.03	0.0%	No significant change; impact is already significant and unavoidable
Yosemite Avenue	East of Cottage Avenue	26,000	70.9	37,100	71.7	0.8	+5-10 dBA +1.5 dBA	No	37,000	71.73	0.0%	No significant change
Yosemite Avenue	West of Airport Way	14,000	69.7	46,600	73.3	3.6	+5-10 dBA +1.5 dBA	Yes	45,800	73.29	0.0%	No significant change; impact is already significant and unavoidable
Yosemite Avenue	West of Almond Avenue	14,100	64.6	20,700	65.8	1.2	+5-10 dBA +3 dBA	No	20,700	65.82	0.0%	No significant change
Yosemite Avenue	West of El Rancho Drive	27,100	68.1	80,100	72	3.9	+5-10 dBA +1.5 dBA	Yes	80,200	71.95	0.0%	No significant change; impact is already significant and unavoidable
Yosemite Avenue	West of Pacific Road	20,600	54.5	46,100	57.8	3.3	>60 dBA +5 dBA	No	47,200	57.87	0.0%	No significant change

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		Existing (2019)		Original Project		dBA Change	2023 General Plan Criteria ¹	Original Project: Is Increase Significant under Either Criteria?	Modified Project		dBA Change (Modified Project v. Original Project)	
		ADT	Noise Levels (Ldn, dB)	ADT	Noise Levels (Ldn, dB)		2043 General Plan Criteria ²		ADT	Noise Levels (Ldn, dB)		
Yosemite Avenue	West of Washington Avenue	16,100	65.1	17,500	65.6	0.5	+5-10 dBA +1.5 dBA	No	17,500	65.65	0.0%	No significant change

¹ Existing GP Criteria - In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels are increased by 10 dB or more. An increase will be considered substantial if:

- the resulting noise levels
- the duration and frequency of the noise
- the number of people affected
- the land use designation of the affected receptor sites
- public reactions/controversy as demonstrated at workshops/hearings, or by correspondence
- prior CEQA determinations by other agencies specific to the project

² Proposed GP Criteria - In making a determination of impact under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels are have a substantial increase. General

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

Source: FHWA-RD-77-108 with inputs from Fehr & Peers and Saxelby Acoustics. 2022; Fehr & Peers, 2024; De Novo Planning Group, 2024